

ATLANTIC FISHERMAN

VOL. XIII

Registered U. S. Patent Office

FEBRUARY, 1932

No. 1



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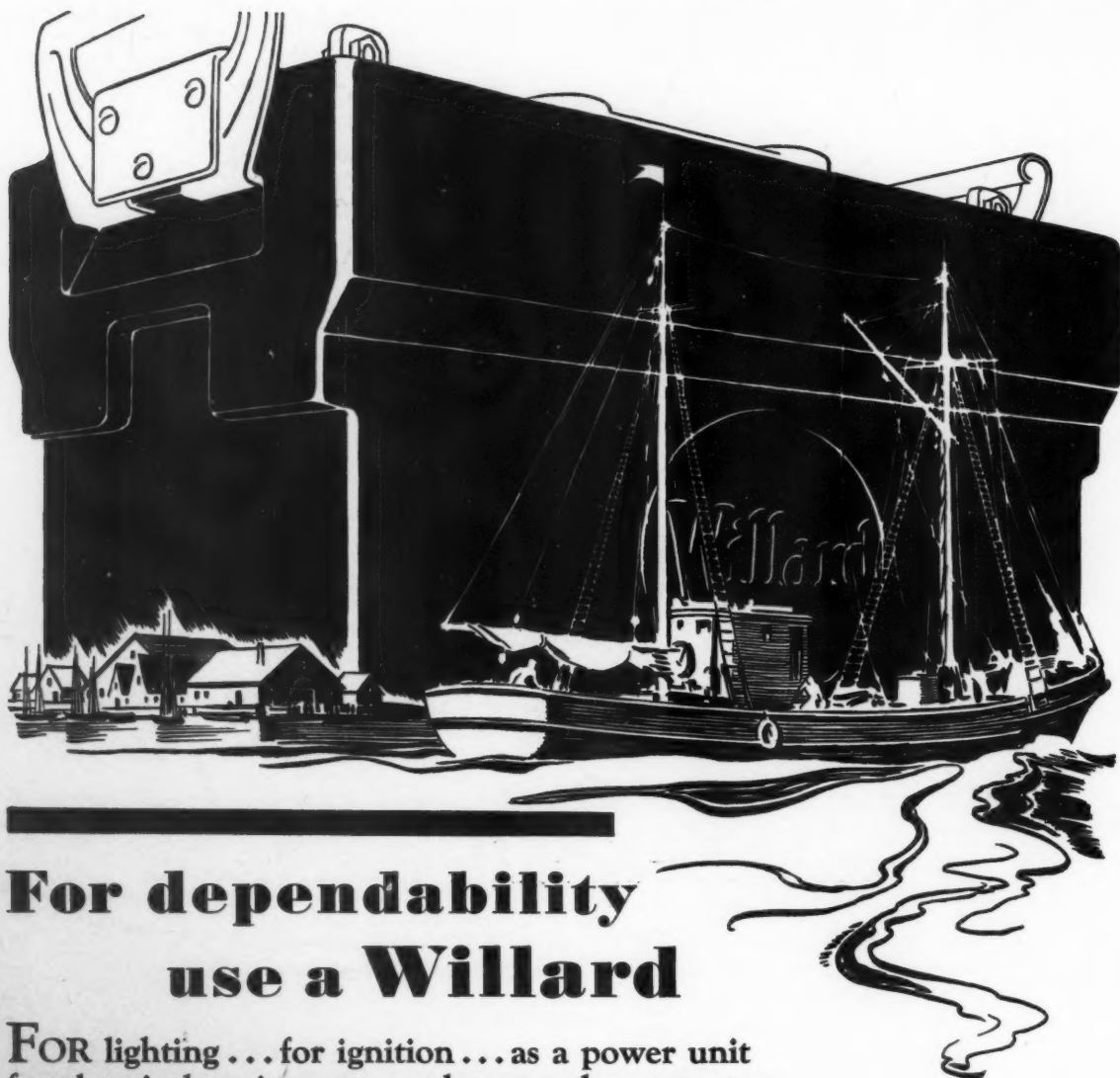
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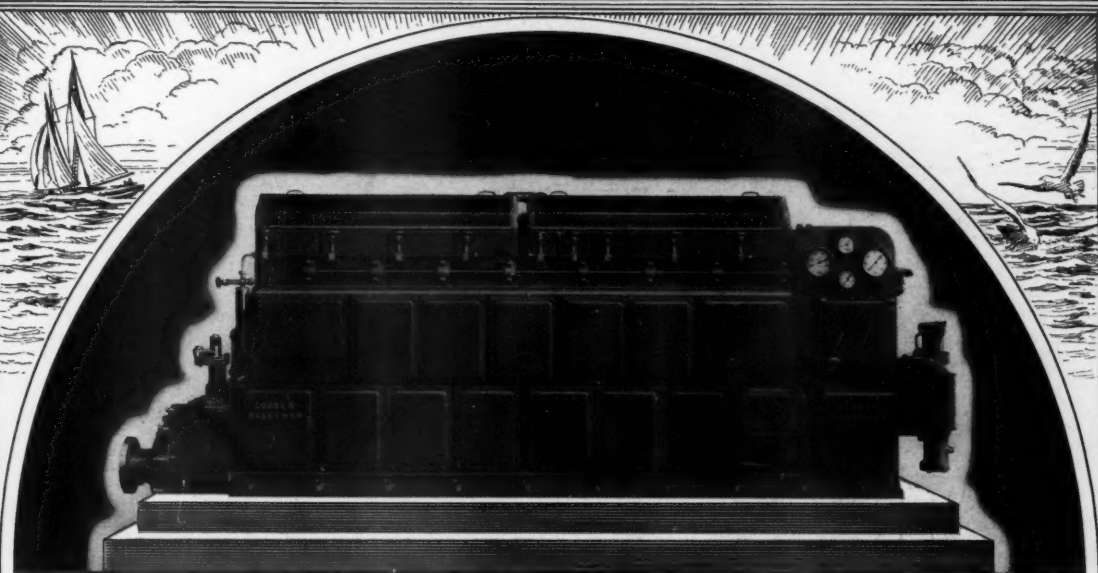
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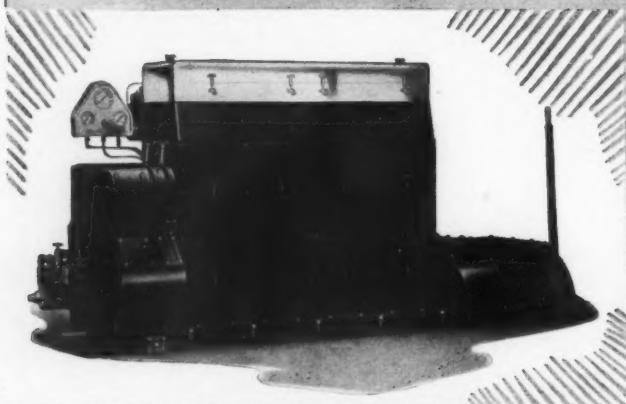
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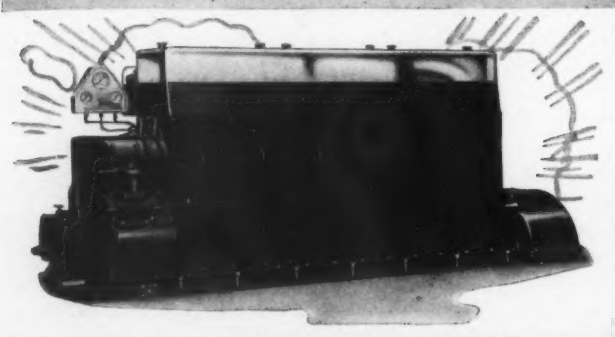
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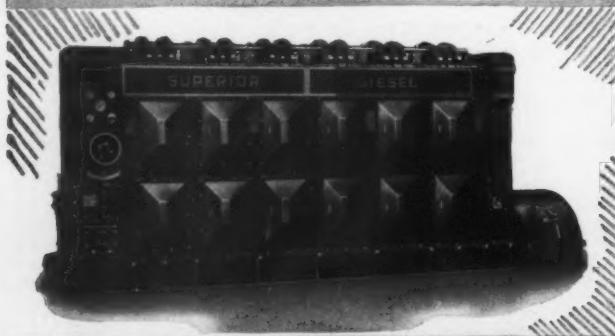
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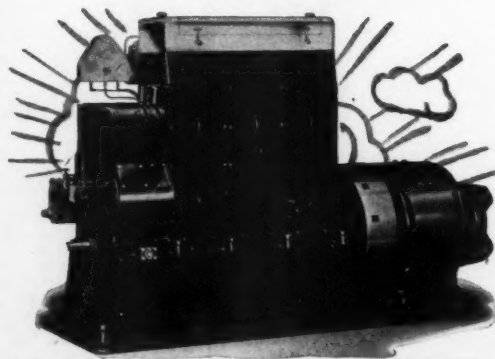
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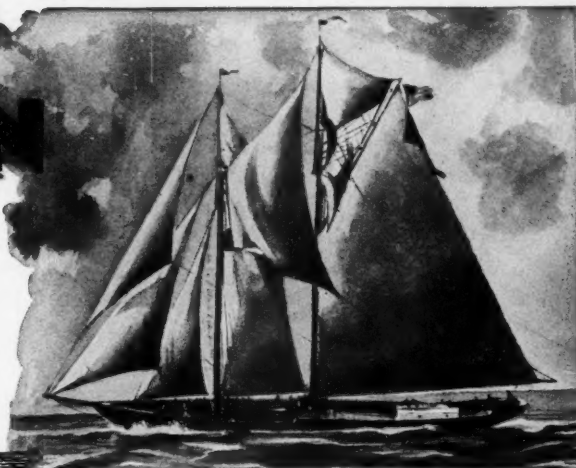
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New England Lobster Industry Has Support of Commissioner O'Malley

By Alfred Elden

COMMISSIONER Henry O'Malley, of the Bureau of Fisheries, points to a serious and startling decline of Maine's lobster production, and supports the White-Nelson lobster bill as the only salvation for the New England lobster industry. The only logical way to prevent further depletion, Commissioner O'Malley says, is to prevent the taking of lobsters before they are large enough to spawn. They spawn for the first time when from nine to 10½ inches in length. Maine's law protects them because nothing under the 10½ inch length may legally be taken. Contrariwise the bulk of the lobsters received from Canada are between 9 and 10½ inches—the so-called "chicken" size.

The Commissioner shows also that in the period from 1905 to 1929, there was an increase of 62 per cent in the amount of gear used in lobster fishing in Maine, yet there was a concurrent decrease of 28 per cent in the Maine catch.

Despite the undoubted plight of the Maine fishermen, and despite the endorsement Commissioner O'Malley has given the White-Nelson bill, the bill is bound to run against some snags. Already the Mid-Atlantic Fisheries Association has declared its opposition to the measure. It says the bill would force all states to conform to the Maine limit and that that is not an expedient limit. It points out that lobsters of nine inches weigh about a pound apiece which is a convenient and desirable size for the hotels and restaurants to serve. A larger lobster, such as the 10½ inch, the smallest that is legal in Maine, and which weighs about a pound and a half is bigger than the hotel men care to serve as an order. Where crustaceans are bought by the pound this is easily understood. The opposition of those directly interested in handling the cheaper Canadian crustacean is not to be considered lightly.

Meetings have been held at Portland, Orrs Island, Cundy's Harbor, Boothbay Harbor, New Harbor, Southwest Harbor, Friendship, Winter Harbor, Jonesport, and Cutler, by Maine coast lobstermen who have voted unanimously to send delegates to Washington to urge passage of the White-Nelson lobster bill when it comes up. Director Crie and other important figures in the Maine lobster industry have made several trips to Washington in the interest of the lobstermen.

The Maine representatives may succeed in getting through that part of their bill which prohibits the interstate commerce in short lobsters, but opponents may succeed in having the part about importation declared a tariff affair. And that wouldn't be so good for the bill, as Congress isn't keen just now about tariff revision.

Creating Local Lobster Market

Now that the Canadian lobsters are dominating the market West of Portland, Director H. D. Crie, of the Sea & Shore

Fisheries, is doing good work in creating a broader local market. Maine folks have long complained that while they live right in the heart of the finest lobster producing areas they are unable to enjoy them because of the high prices the dealers obtain from the large cities.

Because of the great falling off in the demand for the larger Maine crustaceans, prices have dropped to unprecedentedly low levels. At Jonesport fine live lobsters have been selling at 14 cents a pound while all along the coast quotations have been from 18 to 22 cents. Maine dealers have featured them and have sold large quantities. Director Crie urges families to combine and order shipments of anywhere from 50 to 100 pounds. With the fine transportation facilities all over Maine by truck this snowless Winter, it has been possible for far inland communities to enjoy fresh lobsters at low prices.

Sardine Packers Would Increase Duty to 50%

At a late January meeting of the Passamaquoddy Bay sardine packers, resolutions were drafted by R. J. Peacock, of the Sea Coast Canning Co., signed by him, all the others present, and later by the packers all along the coast. The resolution was forwarded to Senator Hale and asks President Hoover to increase the duty on imported sardines by 50% in order to offset the depreciation in foreign currency. The duty at present is 30% and inasmuch as foreign exchange has dropped in some instances to about that figure, foreign manufacturers are able to ship goods into the American market at what amounts to a parity with home products. The President is empowered by law to increase the duty by 50% very largely for the purpose of meeting such situations as this.

The packers say it is impossible to meet this foreign competition and that if the situation continues the sardine industry of Maine, whose average annual output has a value of \$4,000,000 and on which about 6,000 residents of Maine depend largely for a living, is threatened with ruin.

Sardine sales were quite active through January although the movement was not as large as last year. It has come pretty nearly up to expectations, however, and it looks as if the old pack will be fairly well cleaned up by the opening of the new season in April. The price was advanced in late January to a \$3.15 basis with the usual differentials for special styles, and this new price is now general along the entire Maine coast. A large number of Maine sardine packers attended the Canners Convention at Chicago.

H. D. Crie's Theory on Disappearance of Mackerel

Commenting on that long period of years when the mackerel practically disappeared from New England shores, Director H. D. Crie, of the Sea and Shore Fisheries, explains a the-



Fishing boat designed and built by F. P. Smith & Co. of West Jonesport, Maine, for Capt. Callace Crowley. She is 43 ft. long; 9 ft. beam and draws 4 ft. of water.

ory of his: "In former days when the mackerel fisheries were in their prime," he says, "the seiners used to go into Southern waters, catch a school of fish and 'gib' them on the spawning grounds. The gibs, or fish refuse, would sink onto the beds and destroy the eggs which were resting there. And so when this operation had been repeated year after year along the coast, it is not surprising that the mackerel went into a decline, and eventually became almost an unknown breed."

Director Crie's explanation is perfectly logical. The mackerel do swarm in in the early Spring, probably from the outside deep waters, and seek spawning beds. But it is a matter of common knowledge since early Colonial days that mackerel fluctuate more widely than any of the other important food fishes. Their history shows periods of great abundance alternating with long terms of scarcity or almost total absence. In a good year mackerel seem to be everywhere and a tremendous catch will be made; but perhaps the very next year, and for no apparent reason, only an odd school will be found and the fishery is a flat failure.

It is hard to explain the whys and wherefores of fish supply. As Cap'n Sol Jacobs used to say about the mackerel. "I been fishin' for 'em all my life but I don't know a damn thing about 'em. All I can tell you is that they have fins and tails and swim where they like."

Will the Porgies Come Back?

And this reminds us of the porgies. Why after so many years of abundance along the Maine coast, an abundance that kept half a hundred porgy factories busy and that was responsible for the growth of several coast towns, did they suddenly bid us "Buenas Noches?" Plenty of menhaden there are today but they are South of Cape Cod. Perhaps they may stage a Maine "come back" some day as did the mackerel.

Maine's Second Radio Beacon in Operation

On Feb. 1, the Lighthouse Department began operation of a new aid to navigation, a radio beacon, on lonely Half Way Rock, 27 miles offshore in the open Atlantic, the most isolated station on the Maine coast. This is the second radio beacon in Maine, the other being on the Portland Lightship off Cape Elizabeth. Plans are being made for a third at Quoddy Head. This signal on "The Rock" will send a radio beam out into the ether for 15 minutes of every hour day and night, and will be invaluable to all kinds of shipping. Installation of the radio beacon has made it possible to electrify the former vapor burning lamp in the light tower and to increase its candle power from 24,000 to 70,000. So, too, have living quarters of the keepers been electrified. The lonely rock dwellers must feel quite "citified."

"Hortense" Testing New Engine

The little gill-netter *Hortense*, owned by the Portland Fish Co., and commanded by Capt. Frank Doggett, was used as an experiment vessel to test out a new type of small Fairbanks-Morse crude oil engine. This was installed at Fred Boyce Machine Shop, and the *Hortense* was ready to resume fishing in February.

Cutler Fishermen Doing Well

Around Cutler, East of Machias, the trawl fishermen have been doing well. Carlton Meloon and Leigh Maker's truck has made trips to Portland and Bangor as often as twice a week with fish. Quincy, Mass., buyers have also come down

over the road two or three times in a five-ton truck and have taken back from 4,000 to 8,000 pounds of fresh fish each time. As these are cash transactions they have helped the fishermen out a lot.

Wilson Shipments

The B. H. Wilson Fisheries Co., of Eastport, shipped 4,000 pounds of live lobsters to Boston in one truck load, and the next day shipped a truck load of flounders caught by the beam trawlers or draggers operating at Eastport this Winter.

New Fog Signal at Eastport

Fishermen of Quoddy are glad to learn that a fog signal is to be established on Dog Island Light Station at Eastport. It will be an electric siren and sound a blast of five seconds duration every 30 seconds. This will be of great aid to the small fishing boats plying between the nearby Canadian islands and the American shore as well as to larger craft going to and from St. Andrews, St. Stephen and Calais.

Light Station to Change Signal

The Lighthouse Department announces that at Mount Desert Light Station about February 1 the period of flash is to be changed and the intensity increased. This will mean a flashing white every 15 seconds, flash 1.3 seconds, eclipse, 13.7 seconds, of 70,000 candlepower.

Auction of Stanley Fish Corp. Property

Everett G. Stanley, receiver, Manset, Southwest Harbor, has advertised a Receiver's Sale of all the real and personal property of The Stanley Fish Corporation to be held at Manset, Feb. 18 at 11 A. M., at Public Auction with an up-set bid of \$15,000.

"William Keene" on Way to Gloucester

After being tied up since before Christmas at Portland the schooner *William Keene*, Capt. Bert Webber, resumed her long delayed trip from New Harbor to Gloucester with 500 barrels of salt mackerel.

Mild Weather Spoils Smelt Fishing

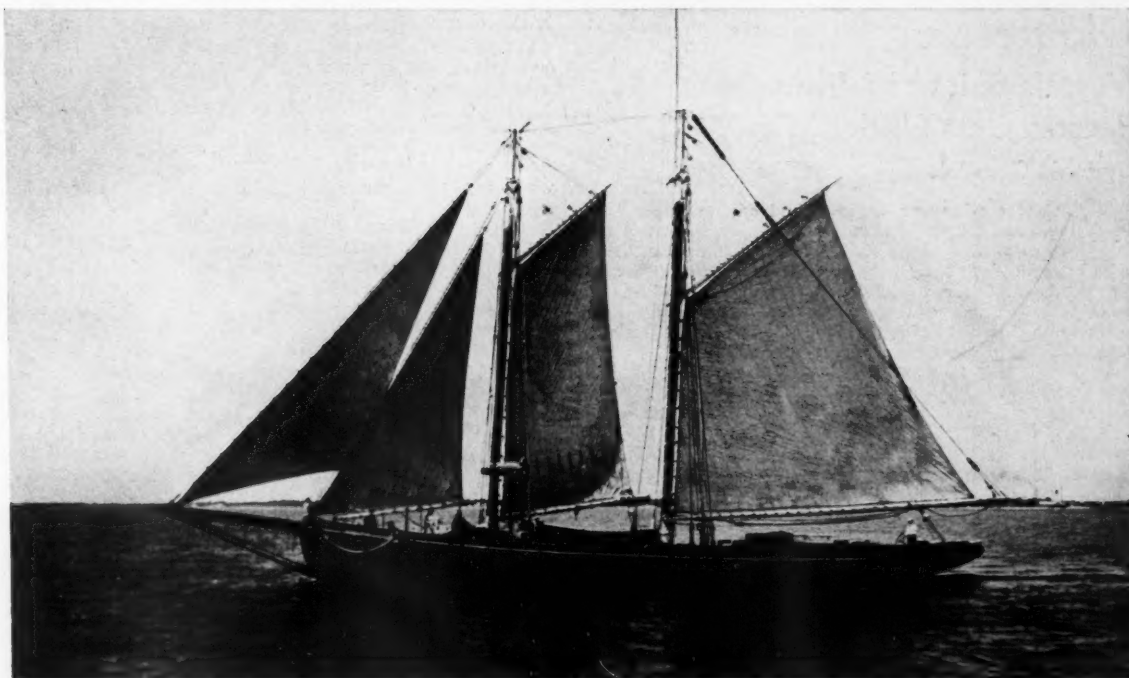
Up to the first of February the various so-called "Smelt Cities", along the Maine coast had a hard time of it. The mild weather did not make ice of stable thickness to support the little wooden shelters used for smelt and frost fishing. At several points when ice weakened, these shelters had to be rushed ashore. At Saco several sank as the rains broke up the already poor ice.

Sea Coast Canning Co. Not to be Sold

Rumors that the Sea Coast Canning Co., which is now held by a syndicate headed by R. J. Peacock, of Lubee, is soon to be sold to a New York group are denied by President Peacock. Despite this, stories of New York groups who are much interested in Maine sardine factories persist and are given credence by many. There are some indications that the next few months may see the development of a determined and well financed effort to consolidate the entire sardine business of the Maine coast or at least a controlling portion of it in a single concern.



The dragger "Elinor and Jean" operating out of Portland, Maine.



The "Dolphin", Capt. Chris Christiansen, one of the fleet of red snapper schooners owned by the Warren Fish Co. of Pensacola, Fla. These schooners are equipped with cork ice boxes and carry 25 tons of ice for their average 26-day trips. The average catch on one of these trips is 25,000 pounds.

Pearl Essence Plant Property Purchased

Burton G. Turner, manager for the Joseph H. Myers Co., pearl essence, announces that the Clark property on Madison St., Eastport, has been leased by his company and the business will be moved there from its present location on the Sea Coast wharf. The new locale provides additional needed room and greater depth of water at the wharf. The market for pearl essence, which at one time seemed to be diminishing is, according to Manager Turner, now much better, owing to the wider uses discovered for the lustrous finish it imparts.

Mr. Turner has gone to California in the interests of the New York concern, where it is said they will arrange to handle herring scales to be converted into pearl essence.

Takes Command of "Bernie and Bessie"

Captain Harry Greene has assumed command of the fishing schooner *Bernie and Bessie* relieving Capt. Henry Gallant. Greene is a former schooner skipper but for a year has been small boat fishing.

Catches Large Cod

Earle Boomer, a Lubec fisherman, took one of the largest cod on record from Quoddy waters. It weighed close to 65 pounds.

J. D. Morse

Jonah D. Morse, 67, head of the Morse Boat Building Co., at Damariscotta, died at his home there after a short illness. He was one of the famous Morse Brothers, who designed and built so many of the famous old Friendship sloops. The Damariscotta yard was well known all over New England and has turned out some of the finest fishing craft afloat.

Lobster in a Cook Stove

Lionel Newman and Douglas Newman, Quoddy fishermen, hauling trawl on the Wolves Bank, brought up an old cook stove. Opening the oven door out crawled a large lobster! Whether, as the stove lay on the bottom, the door was open affording the crustacean easy ingress and egress or whether he had been imprisoned there for some time are matters of conjecture. Inside the oven too, were found a broken pool table cue, a cracked pool ball, a Ford motor timer and two beer bottles. Now some jokester might suggest that all necessary for a complete Lizzie was assembling.

Coast Guard Boats Launched at Bath

A drizzling rain failed to dampen the ardor of a large crowd

that gathered January 7th at Bath, Maine, to witness the launching of the 165 foot Coast Guard patrol boat *Calypso*, at the plant of the Bath Iron Works Corp. The boat is the third of a fleet of seven which the plant contracted a year ago to build.

She was christened with spring water by Mrs. Dale R. Simonson, wife of Lieut. Commander Simonson of the Coast Guard and a luncheon was served after the launching in the mold loft. Lieut. H. J. Betzmer will command the *Calypso* when she is commissioned the latter part of January.

On January 27 the *Daphne* fourth of the new super-control boat fleet of the Coast Guard was launched. Mrs. W. H. Munter of Boston, wife of the commander of the Eastern Division of the Coast Guard christened the craft with spring water. The *Daphne* is 165 feet long and capable of 16 knots, and she will be equipped with a three-pounder, two one-pounders, and two machine guns.

Fisherman Drowned by Overloading Dory

Her flag at half-staff from the main rigging, the Portland trawler *Aberance*, Capt. Everett Dexter, put back from fishing on January 16 and tied up at Gloucester, minus one of her crew, Francis DeRoche, who was drowned the day before on Cashes, due to the overloading of his dory.

Fishing was good and all of the dories were making good hauls. DeRoche was nearly down to the gunwales, headed toward the vessel, but that was the last anyone saw of the dory and its occupant.

DeRoche was about 30 years old and came from Halifax. He was a member of the crew of the *Gertrude L. Thebaud* when she competed in the International fishing schooner race at Halifax last October.

Coaster "Marguerite" Badly Damaged

Battered and bruised, foremast gone, her tattered jib wrapped around her bobstay and trailing beneath her stem, the former Gloucester salt banker *Marguerite*, once owned by John W. Wonson of Rocky Neck, but of recent years in the coastal trade out of Eastport, Maine, was picked up in a bad condition 20 miles East of Thatcher's on January 11 by Capt. Leroy Curtis in the gill netter *Serafino II*, owned by John Chianciola.

The *Marguerite* was owned by the McNichol Packing Co. of Eastport.

Gloucester

Vessels Sail as Halibut Season Gets Under Way

By E. A. Goodick

WITH the sailing on January 23rd of two of the local halibut fleet, the season for 1932 is underway. Capt. Freeman Spinney in the *Azores*, and Capt. Carl Olson in the *Oretha F. Spinney* were the first to get under way.

Capt. Archie McLeod hauled the *Catherine* out of Winter haddocking and was on the railways at Rocky Neck getting ready for halibuting. He sailed on January 26 as did also Capt. James Mason on the schooner *Pollyanna*.

"St. Rita" Total Loss

The *St. Rita*, Capt. Frank Favalora, which had been fishing in the South for several weeks went ashore on January 13 near Paul Gamiels Hill Coast Guard station. The *St. Rita* grounded during a thick fog and heavy sea and was in danger of breaking up. The craft was a converted sub-chaser and

January 13 to place an order for a new boat. The boat, the type of which has not as yet been decided on, will be used gill netting and in the mackerel fisheries, and will be ready probably for late Spring delivery.

New Engine Ready

The dragger *Natalie II*, owned by the Progressive Fish Co., which has had a new 150 h.p. Wolverine engine installed was ready for fishing on January 11. It was expected that the craft would sail Southward to follow dragging off the Virginia coast.

Found Large Cod on Jeffries

Some of the local flounder draggers fishing on Jeffries and returning to port on January 24 brought in some of the largest codfish brought in for some time. The fish, called by old-timers "halibut cod" weighed as high as 40 pounds each, and were four feet long.

Report of Fish "Lab" Heard

James B. Lemon, Bureau of Fisheries expert from Washington, D. C., who spoke at the Gloucester Rotary Club on January 11th, gave an interesting talk on the work the laboratory had been doing, and the work which it is going to undertake.

The laboratory was begun just a year ago as a part of the five year expansion program of the Bureau, and the entire



The "Grand Marshall", Capt. John Marshall; United Fisheries Co., of Gloucester, Mass., agents. She is 108 ft. long, 23.6 ft. beam, and has a depth of 11.2 ft. She has a capacity of 150,000 lbs. over ballast, a speed of 9 knots, and accommodations for 25 men. She is equipped with two 60 h.p. Fairbanks-Morse engines, Willard batteries, Hyde propeller, Plymouth cordage; Shipmate range and Kelvin & Wilfrid O. White compass.

had been engaged in fishing for about four years. Capt. Favalora was also the owner.

Shortly after the crew had been rescued, the heavy seas kicked up by a Southeast wind, opened holes in her bottom, and she filled and sank with 175 barrels of fish on board.

Five New Boats Building

The James Shipyard at Essex will soon launch the new seiner *Sebastiana C.*, for the John Chianciola fleet, 86 ft. long, 18 ft. wide, 8 ft. draft.

The A. D. Story yard is about ready to launch the *Carlo* and *Vence* for Capt. Ben. Favazza of Boston, formerly of the *Fannie Powell*.

Also at Story's yard is the *St. Rita* for Capt. Frank Favalora to replace the *St. Rita* just lost.

Mr. Gallagher of the United Machine Co., Gloucester agents for Wolverine, reports that all three of the above vessels will be powered with Wolverine engines.

It is reported that the Story yard is about to begin work on a new vessel for Capt. Dahlmar, to be named the *Superior* and powered with a 350 h.p. straight-eight Superior engine, sold by D. DesLauriers, factory representative at Gloucester. This vessel is to be 110 ft. long, 19 ft. beam, 9 ft. draft, designed by Jacob Story.

The Story yard is building the auxiliary schooner yacht *North Star* for Dr. Goldthwaite of Boston, to be powered with an 80 h.p. Cooper-Bessemer.

The spars for all five of the above boats are being made by Charles H. Andrews at Essex.

To Have New Boat Built at Friendship

Clarence "Ken" Tarr and his two sons, Carl and Lester, of the firm of Murray & Tarr, were at Friendship, Maine, on

year has been mostly consumed in installing equipment and completing necessary arrangements, thus allowing very little time for study of local problems. Six technicians comprise the laboratory staff, among whom is a bacteriologist who will diagnose the biological phases of the decomposition of fish with the intent to correct a number of difficulties the industry is now experiencing. All the results of the experiments will be made public and will be distributed in a pamphlet publication.

Among the problems the laboratory intends to solve are the matters of freezing fish; improving the process of smoking fish; the problem of fish decomposition through mould; the matter of handling and transporting fresh unfrozen fish packed in ice; the loss of moisture by evaporation in frozen fish packing, and many others.

Mr. Lemon discussed the waste of by-products, claiming that the Bureau believed haddock livers could produce an oil as satisfactory as cod livers as far as vitamin content was concerned. For that reason they are now sending haddock livers to Washington for biological tests. The waste oil from this process can be used as a quick drying oil for paints, he claimed.

"Grace and Evelyn" Burned

Schooner *Babe Sears*, Capt. Joseph Sears of this port arrived at the Boston Fish Pier from Georges on January 27 having on board four of the crew of the schooner *Grace and Evelyn* who were forced to flee their craft on Georges. The other five men were on the *Gov. Al Smith* and were due shortly after the *Babe Sears* arrived.

The fire started in the engine room and spread with great rapidity, the men barely having time to escape with their lives. Soon the burning craft was ablaze from stem to



The "Rose Jarvis"; Capt. John Jarvis, and her owner August Silvia of Fairhaven, Mass. She was built at Casey's Boat Yard, Fairhaven, and is to be used as a quahog and flounder dragger and as a swordfisherman in season. She is 46 ft. long, 12 ft. 6 in. beam and 5 ft. draft. She has a Casey wheel, Hathaway winch and fittings, Hyde propeller, Household Marine range.

stern. The crew stood off a short distance in their dories, powerless to aid, and watched their vessel burn to the water's edge before she sank.

The vessel was owned by the Schooner Grace and Evelyn, Inc., a corporation of New York fish merchants and was valued at about \$60,000. She was built in Essex in 1925 and was 88 feet long, 81 tons gross and powered by a 150 h.p. engine. Since she was built she has been used as an off-shore dragger.

Seek to Register Trademark

Davis Bros. Fisheries, Inc., have applied to the U. S. Patent Office for exclusive rights on a trademark to be used on certain of their products.

The mark sought by the Gloucester firm would be the print of a lily followed by the words "Tiger Lily" in shaded letters. It would be used on salted and fresh fish.

Davis Bros. claim to have used the mark since 1898 and now seek to restrain others from using it. The patent office in the current issue of the Official Patent Gazette prints the request of the Gloucester firm so that other users of trademarks wishing to protest its granting may file their objections.

Lost Fisherman Rescued

Ludger Surrette of the crew of the local haddock *Laura Goulart* left on LaHave in his dory when the *Goulart* sought shelter at Liverpool on January 29th was picked up by Capt. Felix Hogan in the *L. A. Dunton* after a harrowing experience of being tossed about for hours.

He went astray from his vessel and was picked up by the *Dunton*, herself flying distress signals. The *Dunton* had run short of fuel oil and her crew sighted the lone dory of Surrette rowing feebly toward them. They launched a dory and aided the fisherman from the *Goulart* in making a landing on the *Dunton*, then they lay around until the cutter *Mojave* picked up the *Dunton* on the 28th and towed her to Boston harbor on the 30th.

The *Laura Goulart* together with the *Isabelle Parker* of Boston and the *Cape Ann* and *Louise B. Marshall* from this port had been forced to run for Liverpool harbor on the 29th on account of a 70-mile gale. The vessels were swept by heavy seas and were ice-coated when they tied up for harbor.

The skippers of the haddockers report fishing very good when the weather permits.

"Bethulia" Had to Cut Her Drag

The Italian dragger *Bethulia*, Capt. Philip Cureuru, returned from fishing on January 15th minus her drag. The craft was fishing about 15 miles Northeast of Thatcher's when the drag caught in a submerged obstruction, and it was impossible to either clear it or haul the obstruction to the surface. There was nothing to do but cut the drag adrift and return to port with what fish the boat had below deck.

New Bedford Fleet

By J. J. Killigrew

"Emily H." May Engage in Rescue Work

THE former New Bedford schooner *Emily H.*, formerly owned by Capt. Herman Saunders, now owner of the *Katherine Saunders*, will probably rescue the schooner *Waltham* from the sands off Block Island in the same manner in which she herself was saved at the same point about two years ago. Salvage operations will consist in filling the stranded schooner with barrels so the vessel may be floated and towed to the dry dock. The *Waltham* grounded in a fog. Two years ago Capt. Sanchez paid a small sum for the *Emily H.* when it lay hard and fast on the South shore of Block Island and had been given up by the insurance company and its former owner. Capt. Sanchez filled the hull with barrels, floated it and reclaimed the vessel. His feat was recalled by the insurance company and he was asked to do the same to the *Waltham*, which hails from New York but was a Gloucester schooner.

Capt. Mayo Commands New Schooner

Capt. Harry Mayo is now in command of the *Rose Jarvis*, the schooner recently built for August Silvia, cook on the schooner *New Bedford*. Steward Silvia has worked for several owners of vessels in the capacity of cook and feels that hard work and perseverance have given him his success. The vessel is 46 ft. long and is equipped with a 40 h.p. Lathrop engine. On her maiden trip quahogging she stocked \$550.00.

Capt. Michael Smith on "Venture"

Capt. Michael Smith, formerly skipper of the schooner *Delia Smith* is now in command of the schooner *Venture* during Capt. Fred Surette's illness.

Finds Article Belonging to Caruso

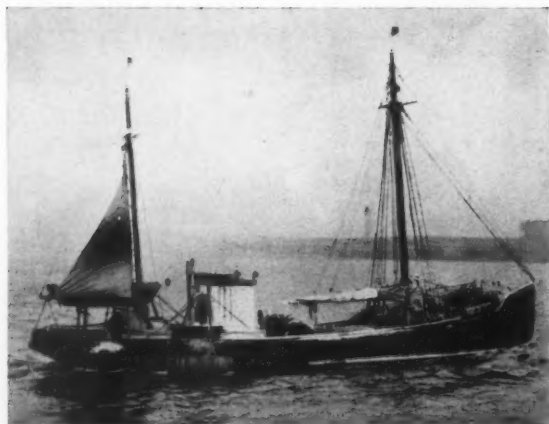
Mitchell Lemieux formerly of the schooner *Anastasia* picked up 35 miles off Scotland Light a square sign bearing the name of Enrico Caruso, Vocal Studio, Room 412, in gold inscription. He prizes this very much, and while antique dealers are around the waterfront trying to buy this rare object, John Killigrew is holding it until Mr. Lemieux returns from sea.

Capt. Lynch Returns from South

Capt. Frank Lynch owner of the *Anastasia* is back again in New Bedford after being South for several months.

Capt. Foley Has Good Fare on First Trip

Capt. John Foley, formerly skipper of the *Sea Rover* and part owner, is now in command of the schooner *William H. Killigrew, Jr.* He made a very excellent showing on his first trip. Capt. Foley shipped all his old gang from the *Sea Rover* which was sold to Olaf Anderson of the *Dagny*.



The dragger "Frances C. Denchy", Capt. Maurice Bonia, owned by the Fauci Oil Co., of Boston. She is 32 ft. long; 20 ft. beam; 9 ft. draft. She has a capacity of 90,000 lbs., a speed of 9 knots and accommodations for 10 men. She is equipped with a 230 h.p. Cooper-Bessemer engine; a 16 cell Ezide Ironclad Marine Battery; Fathometer; Hyde propeller; Plymouth cordage; Shipmate range, and White compass.

On The Boston Fish Pier

"Eleanor Nickerson" Sunk

THE Boston fishing schooner *Eleanor Nickerson*, Capt. Irving Morrissey was sunk in collision with a steamer off Cape Sable, N. S., February 6, and 21 men who were aboard her, including the captain, are believed to have drowned. The *Nickerson* was engaged in double dory fishing, and of the crew of 27, only 6 are known to have been saved.

New Atlas Engine in "Joffre"

A 200 h.p. Atlas Imperial Diesel engine has been installed in the schooner *Joffre*.

Beam Trawler to Try Halibutting

The Boston beam trawler *Dartmouth*, Capt. Iver Carlson, left Boston on January 22 on an experimental voyage for halibut to the Grand Banks. Discarding the familiar dory trawl, the beam trawler is carrying an Iceland net, otter trawl, and a specially constructed drag.

It is hoped that the experiments will prove that halibut, like other fish, can be caught in beam trawlers, and thus the test trip is being made.

The craft is scheduled to remain for about three weeks, and it is safe to assume that even though she does not fish well on halibut, her voyage will not be wasted, for halibut cod find a ready market for splitting, and the returns are fair.

Fish Landings Ahead

There were 108 arrivals at the Fish Pier for the week ending January 14 and they brought in 3,240,750 pounds of fresh fish. In the corresponding week of 1931 there were 97 arrivals with 2,393,450 pounds. For the week ending January 21, 120 vessels brought 3,889,450 pounds of fresh fish to the Fish Pier. This was 40,000 pounds ahead of the corresponding week of 1931 when 125 arrivals had 3,845,850 pounds. For the week ending January 28, 120 arrivals brought 4,541,700 pounds of fresh fish to the Boston Fish Pier. This was almost a million pounds more than in the corresponding week of 1931 when 122 arrivals had 3,708,650 pounds.

War on Starfish Starts on Cape Cod

The Bureau of Fisheries is rushing its resources to save the scallop and oyster industry of Buzzard's Bay from starfish invasion. The invasion, says the Bureau, seems likely to destroy the \$200,000 industry which supports 200 fishermen and their families "unless some means of checking the starfish is found shortly."

The Government is fencing off as much of Buzzard's Bay as possible by "sowing a line of copper sulphate" around the shellfish beds. Starfish, it has been demonstrated, "hesitate to cross a fence of this kind". The chemical tends to drive away adult starfish and kills the young ones.

The Department of Commerce agents dredged 4,000 bushels of starfish in three days in their opening drive on the pest which threatens the scallop and oyster beds of Cape Cod, Henry O'Malley, Commissioner of Fisheries, announced on January 29th. The first attack on the starfish revealed the invasion so serious that the town of Onset has offered a bounty of 25 cents a bushel for starfish taken from Buzzards' Bay.

Foreign Fish at Hub

A feature at the Fish Pier was the receipt of a consignment of five frozen sturgeon, taken in Russian waters and shipped by steamer to New York, thence to Boston by rail. They were caught in the Caspian Sea, and each weighed 225 pounds.

Sailed to Boston to Pick Up Crew

Unable to pick up a crew of single dory fishermen at Gloucester, the trawler *Elk*, Capt. Frank Palmer, left on January 26th for Boston with six men and the cook on board. At Boston the skipper tried to sign on a full crew so that the craft, which has been fitted for sea for some time, could go fishing.

Fishermen object to going single dory fishing they say, because a single dory fisherman has to do the work that two men would do, and therefore "sights" on the *Elk* have gone begging.

A Freak Flounder

Included in the catch of the dragger *William L. Putnam* in at the Boston Fish Pier on January 14 was a freak flounder, caught on Brown's Bank. Instead of being light on one side and dark on the other, this fish was dark on both sides. It was sent to the Bureau of Fisheries for study by experts.

Fouled Nets in Her Propeller Cleared

The Boston auxiliary dragger *Yankee*, which sailed on January 19th for Georges Bank, sent in word by radio late on the 20th that her nets had become fouled in her wheel while they were being hauled and that she would require assistance. Coast Guard patrols were ready to proceed to her, when a second message came stating that the nets had been cleared and the vessel had resumed fishing.

Salvaged Old Anchor

A relic of bygone days, a 10 foot anchor with wooden stock, lay on the deck of the beam trawler *Trimount* when she docked at the Boston Fish Pier on January 19th from Western Bank. The ancient mudhook, lost from some banker or coaster, many years ago, was fished up in the trawl of the *Trimount*.

Tow Disabled Packet to Hub

In tow of the tug *Mariner*, the Maine coastal packet *Marguerite* towed into port earlier in the week of January 10 dismasted forward, was taken to Boston on January 14 and her cargo of fish oil, consigned to Charlestown, was discharged immediately and repairs were made to the vessel.

Man on Trawler Drowned at Sea

The beam trawler *Mist* at the Fish Pier on January 25 brought home one of her crew dead, who perished on Georges on January 23, when he was swept overboard in the trawler's net.

The unfortunate man was Joseph Scanlin of East Boston. Although every effort was made to rescue Scanlin, he sank from sight soon afterwards. Later in the afternoon, the *Trimount* which was fishing in the vicinity, picked up the body, and after establishing identity transferred it to the *Mist*.

Famous Old Charts are Brought to Light

Old charts showing lighthouses on Cape Cod, the Island of Nantucket and a chart of 1853 showing the special surveys of the site of the proposed Minot's light, off Boston Harbor, were discovered when the Lighthouse Service of the Department of Commerce moved into the new Commerce Building.

One chart, showing a detailed study of the reef in Nan-



A shark skin landed at the Thompson Fish Co., Key West, Florida.

tucket Sound off the Massachusetts coast which goes by the name of Sow and Pigs, shows that as long ago as 1847 efforts to establish a lighthouse in place of the lightship put there that year were being made. "Careful studies were made of the projecting rocks and the surrounding water", says the Lighthouse Service, "but no practicable way has ever been found for building a permanent light here, and the lightship still remains."

"The building of Minot's Light was one of the spectacular undertakings of the old Lighthouse Board, having its tragic side also, for two lighthouse keepers lost their lives when the first tower was destroyed in a violent storm. This was in 1851, and immediately afterwards steps were taken toward the establishment of a new tower. The chart which the Lighthouse Service has just discovered was made in 1853, and shows all details of the surrounding waters and the possible sites for a new lighthouse."

U. S. Fishing Industry Worth \$500,000,000

The fishing industry, active in all quarters of the United States, directly supporting 200,000 persons, has grown to a \$500,000,000 industry in the last 50 years, the Bureau of Fisheries of the Commerce Department reports.

Since 1889, when the total catch was 1,600,000,000 pounds, the report says, this amount has trebled, amounting last year to more than 3,000,000,000 pounds.

Herring Sign of Spring

The best harbinger of early Spring has appeared in Pembroke—herring swimming their way up Herring brook to spawn in the ice-free ponds above. Herring don't usually make their appearance until March and while but few have made their advent so far, townspeople are cleaning out their barrels in preparation for the salting season. Thus far the herring caught have only been six and seven inch fish.

"Mojave" Aids "Patrick J. O'Hara"

Wallowing in heavy seas on the far side of Georges Bank the *Patrick J. O'Hara* was awaiting the arrival of the Coast Guard cutter *Mojave* on February 1st.

The *O'Hara's* rudder was broken in the storm and she radioed the Coast Guard division headquarters asking for help.

"Boston College"

The *Boston College*, of the Atlantic & Pacific Fish Co. fleet, has made some nice trips lately, with her new 500 h.p. Cooper-Bessemer engine.

Long Island Items

By J. R. Leonard

Scallops

SCALLOP prices remain about the same, notwithstanding their ever increasing scarcity. The upper Peconic Bay is being combed pretty thoroughly of bug scallops, and many old baymen look for a still greater scarcity of scallops next season. There are but four or five Sag Harbor craft working on scallops now, and only intermittently, owing to the weather.

Flounders

Draggers have been working on flounders in Shelter Island Sound off Sag Harbor, but with poor success. Flounders are not very plentiful at this writing and prices are but fair. A number of fishermen have set fykes, which have done poorly until now.

Cod

Cod fishing off the South shore is not carried on to such an extent as in previous years, owing to the warm weather and the low prices.

Clams and Oysters

Very few clams are being taken on Eastern Long Island owing to the low prices. Great South Bay bed owners ship the most of this product from here. Baymen in Great South Bay that are tonging for oysters are finding difficulty. Most of the oysters are on grounds too deep for tonging and, as the law does not permit dredging on these grounds and the oystermen receive but \$1.25 a bushel for their stock, they are in difficulties.

Fishermen Being Robbed

One scallop fisherman recovered the price of a tub of scallops through the cooperation of the South Shore Express Company's driver and the commission house who received them. The shipping tags on this tub were evidently changed after the tub was placed on the truck and the driver was having lunch at a Sag Harbor lunch room. Another fisherman lost a tub of scallops that were taken before the truck came for them.

Thieves visited the *Mildred and Madeline* owned by Edward Buys and Marinus Verschure, of West Sayville, and appropriated a fish net valued at \$150, about the middle of January.

Complaints all over Long Island have been made by baymen of losing various articles of fishing gear, anchors, lines and many cases of draining the gasoline tanks. All are serious offenses, but the latter can be the most, as an unsuspecting boatman can be caught in a critical position and lose his entire outfit. Many are now measuring their gas before leaving the dock.

Alterations Completed on Pound Boat

Walter H. Lightner, boat builder of Sayville, has completed alterations on the pound boat of the Sunrise Fish Co. of West Sayville.

New Steamboat Co. Organized

The Mattituck Steamboat Co., Inc., has been organized and stock issued. The president is Oscar E. Jackson, former general manager of the East Coast Lighterage Co. The purpose of this company is to operate two ferry boats from Mattituck to New Haven, Conn., carrying both freight and passengers. Six trips are to be made daily from April to September. It is expected that the first steamer will be in operation about July 1st. Wharf sites and docks will be constructed at an estimated cost of \$60,000. Two vessels will be acquired to cost about \$90,000 each.

Capt. McFarland

Capt. "Jim" McFarland, well-known steamer captain, passed away at his home in Sag Harbor January 2nd at the age of 72 years. Capt. McFarland was retired from active service Nov. 30, 1929, after serving 50 years as quartermaster, pilot and captain of steam vessels of the Montauk Steamboat Co.

Capt. Grady

A lamentable coincidence with Capt. McFarland's passing was the death on the same day of Capt. John H. Grady of Richmond Hill, Long Island, who served on the *Shinnecock* as quartermaster and pilot under Capt. McFarland. Capt. Grady served as captain of the *Stavin* of the New York and New Haven line for a number of years.

Virginia's Legislative Program for Relief of Seafood Industry

By Sandusky Curtis

LEGISLATIVE machinery for the relief of the seafood industry in the state of Virginia has been set up at Richmond by the solons, and interesting developments are expected as a result of the recommendations of the fisheries body headed by Richard Armstrong of Hampton. Eight of the recommendations are of especial interest in view of the fact that they have drawn the fire of the Norfolk Iszaak Walton League. They are:

- 1—Granting further power to the Commission.
- 2—Appropriation of \$100,000 per year for the repletion of natural oyster rocks.
- 3—No change in the laws providing for size of mesh in pound nets and fishing season.
- 4—Legalizing of trawling within three mile limit.
- 5—Tax on gasoline used in boats for funds to replete oyster beds.
- 6—Appropriation of \$150,000 annually for maintenance of inspection and other duties of the Commission.
- 7—Graduated scale of license on pound nets unless minimum retained.
- 8—Tax on for-hire fishing boats unless funds are used for fish conservation.

Authority to settle such disputes as the area for clamming, which caused so much stir last year would be given to the Commission if Commissioner Armstrong's recommendations were accepted. This is to be fought by the League, H. A. Renner states. The league wants the trawlers kept out of the spawning area and also feels that the step in repleting oyster beds would be a dangerous precedent. Mr. Renner avers, as he feels it would be using the state's money for the benefit of a few.

The first bit of legislation for the seafood industry has been passed and has the signature of the Governor, John Garland Pollard, an ardent advocate of relief for the fishermen, oystermen and crabbers, as well as those who market their product. It reduces the eight cent bushel tax to two cents on oysters sold outside the state until next season, when it increases to four cents. It went through as an emergency measure.

Urges Cultivation of Barren Oyster Beds

Richard Armstrong, Commissioner of Fisheries, issued a statement of unusual interest to all interested in the work of building back the oyster industry. Excerpts from it are as follows:

"Conditions in the oyster business are distressing as thousands of men have been forced out by the depletion and destruction of great areas of the natural bottoms, and have therefore been compelled to seek other means of livelihood.

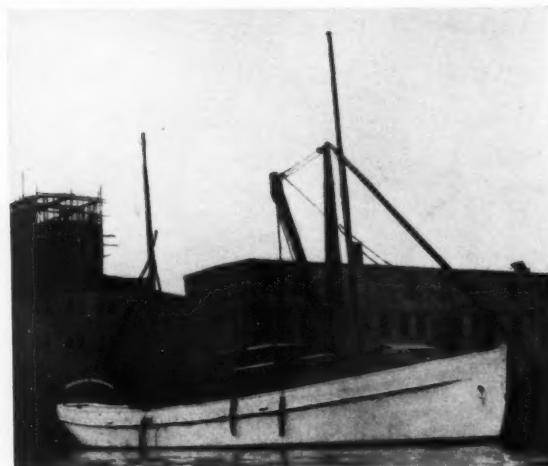
"The cure for the distressing situation unquestionably lies in the intensive cultivation of the barren areas. This, of course, can either be undertaken by the State or its individuals, but there is absolutely no argument but that it must be undertaken, and if successful must be carried out with great vision, ample capital and the most practical sort of management."

Oystermen Elect Officers

The Virginia Oystermen's Association, at a meeting in Newport News, elected the following officers for the ensuing year: O. A. Bloxom, Newport News, president; J. C. Curtis, Lee Hall, first vice-president; Sheriff Lawson, York County, second vice-president; E. T. Freeman, secretary, and S. F. Ferguson, treasurer.

Trawlers are at Work

Not one bit deterred by the pending fight as to the proximity to the shore to which they might trawl, the Winter work of the trawlers in this section goes merrily on, with every indication that the catches, which have been fair, will be larger. At the plants of L. M. Newcomb in Phoebus, the Cold Spring Fisheries, Inc., of Norfolk, and at Isaac Fass' in Portsmouth, there has been much activity as the Gloucester, New Bedford, New York and Boston boats have



The "Antares", a fisherman type cruising yacht designed by Wm. H. Hand, and built at the James Shipyard, Essex, Mass., for Col. Edward M. Chance, of Philadelphia, Pa. She is 105 ft. long; 22 ft. beam, and 10 ft. draft, and has a fuel capacity of 12,000 gallons. Gorton-Pew Machinery Co., Ed. Rowe, Superintendent, of Gloucester, Mass., installed two 160 h.p. Atlas Imperial Diesel Engines, with $4\frac{1}{2}$ inch Monel Metal propeller shafts, turning two Hyde 52.52 propellers 330 r.p.m. Struts are fastened with Monel Metal hangar bolts and nuts. Other equipment includes a 54-cell Exide Ironclad Marine battery, Monel Metal galley, Plymouth cordage and Shipmate gas stove.

come in with bass, fluke and other fish. The nearness of the fishing grounds continues to be a great advantage, as the fish are all but alive and kicking when the boat ties up at near-by fishing docks. From iced holds the fish are shot up in baskets to the waiting packing boxes and, following their being weighed, the tags of the outside firms to whom they are to be shipped are put on and the expressman does the rest.

Shad Fishing in North Carolina Started

From reports coming through Virginia this state has but little, if anything, on North Carolina in fishing activity. Shad fishing, North Carolina's outstanding fishing industry, has started in Dare County. Throughout the section new coats of tar have been given the nets, boats have been repaired, engines tuned up and supplies laid in for the commencing of the work.

Although still remembering the disastrous results of storms that last year wiped out many nets, the veteran Capt. W. O. Barnett predicts that a good season will be enjoyed in 1932. Wanchese, said to be the largest shad fishing village on the Atlantic Coast, is humming with activity. This applies also to Hatteras Village, Manna Harbor, Stumpy Point and Manteo.

Improved Preservation of Fish Nets

INVESTMENT in American fish nets amounts to about \$16,000,000. Depreciation of these nets varies widely according to class and service. Replacement of some nets may be necessary within a few weeks, while heavy gear fished in favorable water may last several seasons. It is estimated that the annual cost of this depreciation to the fishing industry is around \$7,000,000 for the webbing alone.

For several years, the Bureau of Fisheries has been investigating the causes for the deterioration of fishing nets and devising preservatives and means for extending their useful life. With assistance from commercial fishermen and manufacturing concerns, work has been carried on in fishing waters from Maine to Florida, upon the Great Lakes, in the Mississippi Valley, and in Pacific waters. As a result, improved methods for the handling and the preservation of fishing gear have been devised which indicate that wastes can be eliminated.

Detailed information may be obtained without cost by addressing the Bureau of Fisheries, Washington, D. C., and asking for special memorandum No. 696-D.

Mathews County Annual Fish-Boat Races Won by "Boots" and "Mary Ann"

By Paul Titlow

THE annual Mathews County, Virginia, fish-boat races ran over a straight course from York Spit Light, to Bay-side January 2, were won by J. L. Hutson's *Mary Ann* in the 50-horse class and Cliff G. Hudgins' *Boots* in the 35-horse class. The races, usually run for the love of the sport with no purse or other prizes, were recognized this year by the Palmer Brothers Engines, Inc., whose engines powered five out of the eight boats entered, the company putting up a cash prize in each of the two classes.

L. R. Smith proprietor of the Pepper Creek Railway, Susan, Mathews County, and builder of all of the boats entered, acted as official starter, assisted by Lester Hudgins. The races were well started and fairly run and there was no evidence of any but the best of feeling and good sportsmanship. For several weeks prior to the day set for the races the fishermen were busy grooming their boats for the big event, making expensive preparations. Masts and houses were removed. Service rudders were replaced by little racing fins scarcely large enough to turn the boats. One fisherman removed the reverse gears from his clutch. When this became known others removed their entire clutches. Pistons were blocked up and timing gears set back. Attachments for mixing ether with the gas were applied to some of the motors. The Mathews fishermen, experts themselves in the operation of gas engines, called in the best available machinists to advise them in getting every possible revolution from the motors.

The boats presented an unusually pretty picture as they came in sight, setting a bee-line course from York Spit, cutting through the shimmering water, down a golden path made by the sun's reflection. Wild cheers came from more than a thousand spectators waiting on Bayside Wharf to see the finish. Nobody seemed to worry about which boat won or lost. So fascinating was the sight of these brave, staunch little work boats doing their level best to win, merely for the fun of it, and so beautiful was the natural setting, the crowd would have cheered regardless of the outcome.

The winner of the 50-horse class made the 7-mile course in 39 minutes. The 35-horse class was timed at 42 minutes.

Following is a list of the boats in both classes with their owners and crews.

The 35-Horse Class

First: *Boots*, owned by Cliff G. Hudgins, with Elbert Owens at the engine. She is 58 feet long and 13 ft. 8 in. wide and has a 55-65 light Bridgeport engine which turned up 599 revolutions per minute. This boat was allowed to enter the



Crew of the "Boots", winner of the 35-horse class in the annual fish boat races, Mathews County, Va. Standing at the engine, left to right: Robbie Hudgins and Elbert Owens her engineer. On deck: Cliff G. Hudgins, owner and skipper, Willie Buchanan and Dolph Peacock. She is 58 ft. long and has a 55-65 h.p. Bridgeport engine.



The "Mary Ann" winner of the 50-horse class in the annual fish boat races in Mathews County, Va. She is 58 ft. long and is powered with a 50 h.p. Palmer engine. Standing on the deck from left to right: Geo. L. Hutson and his son, J. L. Hutson, her owner; Hez. Hudgins, her skipper; Lemuel Hutson, son of J. L.; Samuel Hudgins, Geo. Armistead, Sheriff T. E. Hall, her engineer, and Shafter Thomas his assistant. The boat was built by L. R. Smith at the Pepper Creek Railway, Mathews County, Va.

35-horse class when her skipper announced that her engine would not develop her rated power in a boat as large as the *Boots*.

Second: The *Dolphin*, owned by Capt. Sam Hudgins with W. V. Gayle at the wheel and Austin Ripley acting as engineer. The *Dolphin* is 58 feet long and has a 35-horse Palmer, timed during the race at 488 revolutions per minute.

Third: The *Ellis May*, Earl Haywood and Brother. She is a 52 ft. boat with a 35-horse Palmer. Her motor turned up 518 revolutions. Capt. Charles Haywood was at her wheel and Earl Haywood was her engineer.

Fourth: The *L. R. Smith*, a 52-foot boat with a 35-horse Palmer. Fred Armistead was her skipper and Henry Owens ran her engine.

The 50-Horse Class

First: The *Mary Ann*, a 58-foot boat with a 50-horse Palmer engine. She belongs to J. L. Hutson. Capt. Hez. Hudgins was her skipper and Sheriff Hall, of Gloucester County, ran her engine, assisted by Shafter Thomas, machinist from the Perrin Gas Engine Works. She developed 535 revolutions per minute.

Second: The *Ellen Marie*, one of the largest of the famous Pepper Creek boats, is 60 ft. long and has a 50-horse Palmer engine which developed 529 revolutions. Capt. A. Grinnell was her skipper and Logan Taylor attended her engine.

Third: An unnamed 55 ft. boat belonging to Enoch Hudgins with a Dodge engine coupled to a 45-horse Vulcan.

Fourth: The *Tony Boy*, dethroned champion of the fleet, owned by Capt. John White, who piloted her in the race, with Charles Haywood at the engine, which is a 32-37 Standard. By blocking up pistons and setting back timing gears, removing clutch and otherwise relieving the engine, the engineer was able to get her up to 581 revolutions. The boat is 53 feet long.

Immediately after the races, which finished about noon, the crowd gathered on the beach and enjoyed an Old Virginia oyster roast.

Marketing Marine Animal Oils

THE marine animal-oil industry of the United States produces about 15,000,000 gallons of oil annually valued at about \$7,000,000. During the past several years the market for these oils has been seriously depressed. In order to learn the factors affecting the sale of this commodity to further consumption, the Bureau of Fisheries detailed R. W. Harrison, one of its technologists, to conduct a study of the market for these oils in the United States. The full report on this market study is contained in Fisheries Investigational Report No. 7, and may be purchased for 15 cents from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Marthas Vineyard Would Welcome Government Investigation of the Weather

By J. C. Allen

FOR seven years the pilot of this column has recounted and catalogued the doings in the latitudes in and about Marthas Vineyard. The catch, and the varieties of the fish taken, the activities of the fishermen, their boat-building, inventions, deaths, marriages, and the births of some that may yet be fishermen, have all been chronicled by the Wheelhouse Loafer who set the forms for this department when the ATLANTIC FISHERMAN was young.

Through these years, it has been our habit to mention such phenomena as came to our notice and there has been considerable, but never until this Winter have we seen such sights or heard such tales as our fisherfolk report.

With January almost hull-down to looward, we have enjoyed what might be properly called Spring weather ever since September. Only a skimming of ice now and then, hardly snow enough to make tracks in, and everything green and sprouting under the prevailing Southwest wind.

Even the shortest days of the year didn't seem as short as common, and they appear to be lengthening faster than they ever did before. This is probably imagination, but there is no imagination attached to the doings afloat.

Lobsters and Eels

Lobsters and eels have been potted during the past month, which has not been known before in the life-time of the oldest inhabitant. The seals have appeared, showing that there are fish around the shores, and in quantity, for these babies have appetites somewhat more vigorous than a snow-bird.

Mullet and Herring

Mullet are schooling, and the first herring was captured by Capt'n Frank Vincent of Vineyard Haven some weeks ago, while Dan Manter, of West Tisbury, took silver eels in his beach pots every week during January.

Smelts

It is now, on the last of January, regular smelt weather, and without a doubt, there will be some taken shortly.

All this sounds fine, but it isn't so hot for the outside fishermen who range in deep water. The line-trawling hasn't been worth a whoop as yet, because of the dogfish which have never before been found around here in Winter.

Cod and Haddock

There are plenty of fine cod and haddock on the ledges, big, plump fish, worth a good price in the markets, but the boys can't get 'em. One trawler came in reporting that the dogfish didn't appear to be as plentiful, but that the goose-fish had struck on and were raising more particular hell than the dogs did. And there you are.

Holding on, as late as this, means in all probability that we lose the haddock. Once they start to spawn, they won't be worth much and even if we get a very cold Spring, and the dogfish and goose-fish pull out, the haddock will hardly pay for catching. There may, of course, be a chance to get a few cod.

Yellow-Tails

The draggers have taken plenty of yellow-tails, and the weather has been favorable, taking things fore and by, as the fellow said. Not much wind, and no great amount of thick weather.

Blackbacks

But the blackbacks, which are always depended upon to really boost the value of the Winter catch, are not here. They don't seem to be running anywhere.

Off-Shore Fishing

Thirty miles off-shore, the gang are taking Summer flukes in their otter-trawls for the first time in history at this

time of year. The hake taken in mid-January carried half-pound mackerel in their pokes.

Southern Fish in Northern Waters

Lately, pink skates, of the sort caught in Southern waters, have shown up in the nets very frequently, and curious things like mutton-fish and things that looked like overgrown June-bugs have been taken in the nets.

Scallops

The scallop catch hasn't been up to standard in any of the island towns this year, the run being smaller and the catch lighter. Prices are poor, compared with those of recent years, the warm weather being a serious handicap to fishermen and dealers alike.

It might be argued that depression has played its part in the scheme of things around here, and it is probably true that the low level of business activities has affected the market to some extent. But be blowed if the depression can be blamed for the weather conditions, and if the Government is looking for something to investigate, all hands would welcome a committee to these latitudes.

We know very well that the blackbacks, which are valuable fish, are always taken in the otter-trawls in greatest numbers after they have gone into the mud. And they go in when the water cools up. There is no reason to think that there are any less fish than there were a year ago, but they are not in the mud because the water is still warm. The presence of the Summer fluke shows that, for the fluke is a Summer fish.

Files of our local newspapers for seventy-five years back, show that such things have never been known during that period. Brief periods of unusually warm weather have occurred at times, and eels moved in the ponds. But the salt water fisheries have never before been affected so far as any of our available records indicate.

Reports from the Mainland Markets

We are informed by the mainland markets that every effort is being made to clean out the fish freezers. Frozen mackerel, it is said, is selling for three cents a pound for cod-bait, and swordfish for twelve. All hands are looking for an early run of Spring fish and are anxious to dump everything before this breaks and leaves them holding the sack.

What Kind of Weather Next

It wouldn't be fair to say that our fishermen are actually suffering because of these unnatural conditions. They are not making as much money as common, but they are getting by. But with reports of snow in California and other places where it has never been known before, coming at a time when we are experiencing such weather conditions, it is beginning to make most of us wonder just where we're heading to, if anywhere.

Personals

There is very little longshore gossip to report at this time. Boat-building on the Vineyard is confined to a few skiffs and necessary repairs, although there is a promise of more activities in the yards a little later.

Erford Burt and Bill Colby, proprietors of the Marthas Vineyard Ship-building Company at Vineyard Haven, have piled their plant so darned full of boats that they have had to build an addition on to get into when they want to smoke. The list of repairs and so-on that stares them in the face is a guarantee against any coming misfortune, but naturally they are anxious to drive nails in new wood.

Capt'n David Butler, at Menemsha Creek, the only man in the county who is engaged in cat breeding, has brought out a bunch of new models for 1932 that beat Joseph's coat for color design, and carry loud-speakers on their purring apparatus. The capt'n expects to do a thriving business with elderly customers whose eyesight and hearing have begun to fail.

The Weather for March

Rod Cleveland, whose weather predictions are always wrong, says that March will bring at least four feet of snow and all the harbors will freeze over. Local merchants have been hustling to get their orders in for straw hats and light-weight underwear.

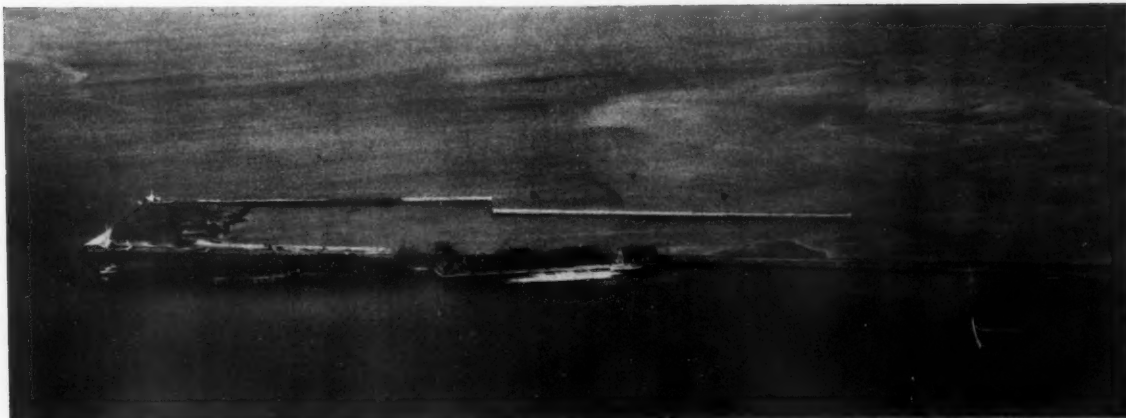


Photo by R. T. McCully, Moncton, N. B.

An airview photograph of the Pt. du Chene plant owned by Emile Paturel of Shediac, N. B. This plant consists of a freezer, a storage house for boats and lobster floats; lobster cannery; live lobster packing department; ice house; cook house, and fishermen's quarters. This plant is equipped with Monel Metal tables and sinks, and is considered one of the most modern plants in the Maritime Provinces.

"Bluenose" Is Wanted by United States Yachtsmen

By H. R. Arenburg

UNITED States yachtsmen would like to purchase the racing schooner *Bluenose*, the famous salt banker that defended her title as Queen of the North Atlantic Fleet last Fall against the United States challenger *Gertrude L. Thebaud*. E. Fenwick Zwicker, managing director of the Bluenose Schooner Company, Limited, the owners of the schooner *Bluenose*, states that two offers have been received recently. They will be laid before the directors of the Company at an early date, but he said he believed there was little chance of the *Bluenose* going out of Nova Scotia. The people desirous of purchasing the *Bluenose* are members of a prominent Long Island yachting organization, it is stated.

Capt. Pine in Lunenburg

Captain Ben Pine, skipper of the schooner *Gertrude L. Thebaud*, which raced the *Bluenose* in last year's International races, was a visitor in Lunenburg recently.

High Tides

There were two alarming rises of the tide recorded at Liverpool—rather like a tidal wave, occurring at short intervals. The tide washed over the wharf on the Bristol side of the harbor doing some damage to the structure. E. C. Smith's fishing boats were alongside the wharf but these escaped damage. The occurrence, during the short time it lasted, caused excitement and apprehension among the fishermen.

Action Cleared

The action brought against the schooner *Glacier* in the Admiralty Court by W. C. Smith & Company, Limited, has been cleared and the schooner released from custody.

"Foam" at Shelburne

Leo Rideo, of Braintree, Mass., was landed at Shelburne by the Boston beam trawler *Foam*, suffering from tonsillitis. The *Foam* wirelessly for a pilot and the Canadian Government fisheries cruiser *Arras*, with Dr. Churchill on board, met her at Sandy Point, as she was bound in to Shelburne.

Schooners at Lunenburg

Tern schooner *Fieldwood*, Captain Harris Oxner, in ballast from New York, arrived at Lunenburg.

The four masted schooner *James E. Newsome*, Captain Dawson Geldert, arrived here from New York in ballast.

The tern schooner *A. W. Chisholm*, Captain Freeman Ernst, arrived at Porto Rico, from Lunenburg, with a cargo of dry fish shipped by the Lunenburg Outfitting Co., Ltd. Gordon Rodgers, of Ottawa, sailed on the *Chisholm*, en route to his home in Barbadoes.

Digby, N. S. Lobstermen Favored by Weather

By J. F. Hillman

ON January 15 the emergency lobster fishing season came to a close, and the fishermen were given until the 19th of the month to finish up the shipping and to get the traps out of the water. The districts in which the fishermen were permitted to fish extended from Burn's Point, Digby County to West of Cole Harbor, Halifax County.

As is usual during every season, the catches were very good in some sections and in others nothing extra, but on the whole the emergency move did benefit some and gave them a start on a poor looking Winter. For the most part the prosperity of Digby County depends on the prosperity of the fishermen. One pleasing feature of the emergency season was that the fishermen suffered very little from storms. It is the storms, followed by the rolling swells that play havoc with the lobster traps, and destroy in a few hours the patient labor of months, and thus ruin the chances of a successful season.

But Windy Weather Holds Up Scallop Boats

The scallop boats cannot operate in windy weather, and no matter how plentiful the shell fish, there is nothing doing if the wind blows, because the boats are so constructed that the action of the waves, or heavy seas, is such that successful dragging is impossible.

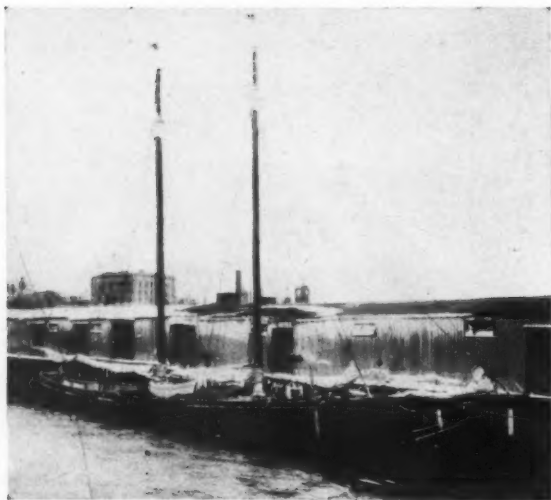
The boat or shore fishermen have done fairly well as far as catches go. The price of fresh fish, like all other products of the sea is not as high as in former years, but some of the fishermen have made up in quantity.

Several Rescues Made

In the early days of January the sea was cheated out of several victims, fishermen who either had engine trouble or were overtaken by sudden storms. From Westport came the word that two fishermen, John and Russell Swift, brothers, had failed to return from a trip to their lobster traps. Darkness was approaching and several boats joined in the search, among them the *Nova IV*, Capt. Albert Moore; and the *Alva J. Kenny*, Capt. Cecil Thurber; a brother of the missing men with friends and others. Late in the night the men were found by two fishermen, Malcolm Welsh and Lloyd Bailey.

Another rescue was effected by Capt. Thurber of the *Alva J. Kenny* when Helbert Garron and Hartford Glavin, boat fishermen, were missing. The men were found in a small cove.

A thrilling rescue was effected at an hour or two before dawn on the morning of January 27 when Ira Haines and a son, fishermen hailing from Victoria Beach, Annapolis County, were picked up by the crew of the Bay View Life Boat after a search that lasted many hours.



The "Managua", the only large fishing vessel Winter fresh fishing without auxiliary power. She was built at Mahone Bay in 1926 and is 118.6 ft. in length; 27.7 ft. in beam, with a depth of 10 ft., and is 94 tons register. She carries 10 double dories and a crew of 23 men.

Halifax Winter Haddock Fishes Under Sail Only

By M. Ryan

THE next time someone tells you that there is no such thing as a good sized vessel today fishing under sail alone, without the aid of auxiliary power, tell them they're wrong.

Saltbanker?

No—Winter haddock—and if you want to find out for yourself write to Captain Edward O'Neill, of Halifax, master and managing owner of the saucy *Managua*.

Of course many of Lunenburg's saltbankers are still without power, but salt fishing with its days of lingering in the same position is a far different proposition from bringing in fresh groundfish through the hardest storms that Winter brings.

Winter haddocking by a purely sailing vessel is nothing new. Far from it. The speedy *Delawanna*, Canadian Champion, which was bested in 1920 by the *Esperanto*, out of Gloucester, first International Champion, had no auxiliary power and regularly engaged fresh fishing out of Halifax in Winter, until her loss, a matter of seven years ago.

But just now the *Managua* happens to be the only vessel on the North Atlantic seaboard which is engaged fresh fishing without the aid of an engine. And here is the way her skipper explains it. "There's always lots of wind in Winter. You may lay to that. So we are reasonably sure we can always get in and out to the banks in good time. In the Summer we're goin' salt fishing and won't need much wind anyway. Of course I could do better with an engine and hope soon to be able to have one installed, but we can get along when we have to without one."

Although scores of vessels of her type are owned in Lunenburg, Riverport, LaHave and other points in Nova Scotia, curiously enough the *Managua* which was purchased only a few weeks ago from William Duff, M. P., is actually the second to be owned in Halifax, the "Bluenose" capital city.

The other is the Roue-designed *Haligonian* built at Shelburne to challenge the *Bluenose* for speed supremacy a few years ago. The *Haligonian*, however, always had a Lunenburg skipper, Captain Moyle Crouse, and rarely saw Halifax, except when racing.

The *Managua*, on the other hand, is skippered by a Halifax fishing skipper, who is also managing owner, and besides op-

erating out of Halifax in Winter, will fit out there in Summer. Salt fish brought in by the vessel, however, will be landed along the banks of the LaHave River for curing, Halifax being without proper facilities for this branch of the industry.

The *Managua* was built at Mahone Bay in 1926 and is 118.6 feet in length, 27.7 feet in beam with a depth of 10 feet, and is 94 tons register. She carries 10 double dories and a crew of 23 men.

Fishermen Taking Fisheries Course

About 40 fishermen of the Maritime Province have arrived at Halifax to begin a six week's course given by the Biological Board of Canada at the Fisheries Experimental Station here. The course will be under the supervision of Dr. A. H. Leom, Director of the Station.

The course will pay special attention to methods of taking care of fish, most likely to be of use to the individual fishermen. Freezing, canning or smoking fish require expensive equipment and will not be given great attention. An individual can, however, put up a good grade of salt fish with comparatively little expense, and hence this method will be given most attention.

Nova Scotia Fleet Active

A fleet of six beam trawlers and 22 offshore fishing schooners are fishing out of four ports in Nova Scotia a survey of the fishing industry in the Province shows. These vessels are augmented by scores of smaller craft in the inshore fishery. All of the beam trawlers are operating from Halifax. The boats have been having a good season and every power vessel in Nova Scotia is actively engaged in the industry.

"Eat More Fish" Campaign

A recent campaign started by the Halifax Herald called "Eat More Fish" campaign is expected to have a beneficial effect on the industry. Nova Scotians are becoming more alive to the importance of the fishing industry and much of the campaign is being carried out at home within the boundaries of the Province. Features of the campaign are radio talks by persons prominently identified with the industry and daily broadcasting of tested recipes for cooking fish.

In the words of Dr. M. M. Coady, noted Nova Scotian economist, increasing the per capita consumption of fish by Canadians from 22 pounds to the British per capita of 59 pounds would vastly improve conditions in the industry. He also stressed the importance of improved marketing conditions to help bring this about.

"Make Canada Fish Conscious" is the slogan for the campaign suggested by W. A. Sullivan, Director for Halifax County of the United Maritime Fishermen. He believes that a greater amount of attention to home markets would help solve many troubles that have afflicted the industry.

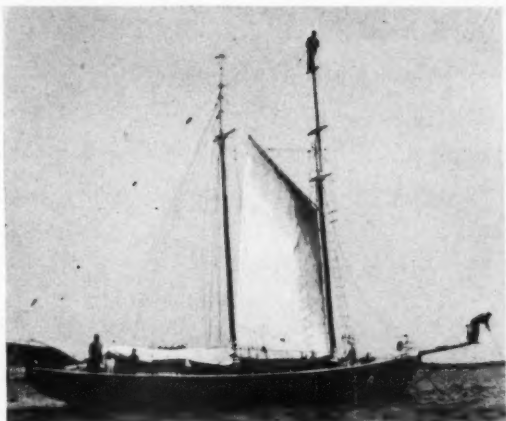
Alfred Hanlon, President of the Union, is a strong supporter of the campaign but declares that the spread in price between the producer and consumer will have to be removed before any definite progress can be made.

Dr. Hamer Relieved

Dr. Richard Hamer, first central secretary of the United Maritime Fishermen, was relieved of his duties of office January 22 by the unanimous vote of the Board of Directors at the end of a two-day session at Halifax.



The "Gulfsprite", oil tanker owned by the Gulf Refining Co., and powered with two 200 h.p. Kahlenberg oil engines of the 2-cycle direct reversing type. This tanker operates along the New Jersey and New England coasts.



The schooner "Percy F. Russell" designed, built and owned by Capt. Whitman Kaiser, Port Bickerton, N. S. She is 52 ft. overall by 13 ft. beam by 6 ft. draft, and is powered with a 20 h.p. Atlantic engine.

New Brunswick Oyster Areas Will Benefit by Transfer to Federal Government

By Chester A. Dixon

IMPORTANT oyster fishing areas on the Westmorland County side of Shediac Bay have been formally transferred by the New Brunswick Government to the Federal Government at Ottawa. It is expected that the Ottawa authorities will undertake to have extensive cultivation work in respect to the internationally famous oyster beds of the bay inaugurated this year. The Province of Prince Edward Island transferred its oyster areas to the Federal Department of Fisheries a few years ago, thus benefitting by the change.

Last Catches of Lobsters Collected

Capt. Heber McNeill and Engineer Raymond Hooper, of Chocolate Cove, made a round trip from Eastport, Me., to Mace's Bay, Jan. 23 to clean up the live lobsters in fishermen's hands, as the season's fishing came to a close on account of boisterous weather and scarcity of shellfish, it is said. The trip in question was a rough one, but the boat arrived back home o.k.

Conducts Immense Lobster Business

The R. J. Conley Co., Ltd., of St. Andrews, N. B., have been shipping live lobsters by motor-truck to Boston, four truck loads going that way in one week. This company does the largest live lobster business in this section of the country, having a lobster pound at Bain's Island, Charlotte County, which has a capacity of 200,000 pounds. The company does an immense trade in both Canada and the United States, and the business is growing from year to year.

Building New Fishing Boat

James Malloch of Wilson's Beach is building a new fishing boat for his son, Irving. The boat is 45 feet long and 10 feet wide, and will be powered with a 30 h.p. Palmer engine. Mr. Malloch has constructed many fine craft for various fishermen during past years.

Scallop Dragging

Capt. Warren Young and Sylvester Tewksbury of Leonardville, Deer Island, are engaged in dragging scallops in the vicinity of Sandy Island. The shellfish are marketed locally.

Smelt Nets Destroyed by Storms

High tides and heavy gales the first of the month wrought havoc with the gear of the smelt fishermen along the coast in the vicinity of Campbellton, the ice moving, and carrying over two score of nets with it, the value of which was said to be \$5,000. The ice seemed solid when the nets were set. Some of the fishermen recovered their property when the sinkers carried the nets to the bottom.

Yarmouth, N. S. Shipments Prove Emergency Lobster Season to be Profitable

By The Lurcher

THE emergency lobster fishing season allowed the fishermen of Western and Southwestern Nova Scotia, by the Department of Fisheries, at Ottawa, worked out in every sense of the word to the excellent advantage of many hundreds of men along these shores. Notwithstanding the time of year the weather was favorable and with the exception of a few days when the boats were tied up owing to rough sea and gales, the men had comparatively good fishing throughout the six weeks the season was open. Opinions have been expressed by those of a more or less pessimistic nature that the fishermen will pay for the Winter season when the Spring season opens, but that is only a matter of opinion and remains to be proven. For the six weeks the Boston and Yarmouth line steamship *Yarmouth* carried a total of 4,216 packages of live lobsters to Boston, while the smacks of the Consolidated Lobster Company were responsible for landing 1,909 crates of lobsters at that port. In addition, well smacks which loaded at various points along the coast, carried approximately 70,000 pounds of lobsters to the Boston markets. The price throughout the season averaged \$25 per crate of 140 pounds, and when the fact is considered that many crates carried by the vessels of the Consolidated Company would range from forty to sixty pounds or more overweight, it will be seen that the returns from the same distributed a large amount of money along this section of the Nova Scotia coast. In this connection your correspondent has heard, from very authoritative sources, of the excellent stocks which some of the more active fishermen have made. For instance one man who at the opening of the season was in somewhat straitened circumstances, closed the season with about \$400 on the right side of the budget, while another cleared up \$600 for the six weeks fishing. But aside from that, the lobsters, as stated, sold in Boston at an average of \$25 per crate of 140 pounds. When the amount of fish, as reported above, is figured out as sold at that price it will be seen that for the six weeks there was a total of approximately \$202,000 or an average of \$34,000 per week.

Yarmouth Shipbuilder Dead

Benjamin B. Cann, 42, ship builder, ship broker and ship owner, died on January 5th at Yarmouth. He gained his early experience as a purser on steamers plying between Yarmouth and Boston, later establishing a general shipping business at Yarmouth. He held an interest in the Meteghan Shipbuilding Company at Meteghan, Digby County.

Crew Saved when Craft Blew Up

Capt. Edward Pyne and his crew of eight men had a rather thrilling experience on the morning of Jan. 10th when their schooner, *Roseway*, blew up and was totally destroyed by fire. The schooner was one of the vessels operated in the fresh fisheries by Mayor Walker, of this town, and for several weeks had been sailing in and out of Liverpool, Nova Scotia. The schooner was returning to this port and when a few miles from the mouth of Yarmouth Harbor the motor suddenly backfired and the next instant the after part of the *Roseway* was a mass of flames. Capt. Pyne and his crew were quite powerless to stop the progress of the fire and were forced to put out the dories and row to this port. The *Roseway* was one of the best known fishing vessels along these shores and ever since the craft was launched in 1912 has been operating either out of Yarmouth, Shelburne, Lockeport or Liverpool. About 1914 the schooner was purchased by Mayor Walker who brought her to this port. The vessel measured 71.8 feet long, 17.7 wide, 8.1 deep and was 42 gross tons.

Capt. Kinney Retires

Capt. J. E. Kinney, who for over thirty years was associated with the Boston and Yarmouth Steamship Company, first as master of ships plying between Yarmouth and Boston, and for the past sixteen years superintendent at Yarmouth for the Eastern Steamship Lines, Incorporated, of Boston, retired on superannuation on December 31st last.

**"They've never
given me
one minute's trouble"**



Top photo shows Carl Fetting reading hydrometer after testing one of the 56 Exide-Ironclad cells aboard the "Flow" (lower photo). This beam trawler is owned by Bay State Fishing Co., Boston, Mass.



said Chief Carl Fetting about the Exide-Ironclad Batteries aboard the "Flow"

"WHEN we lay to, Exides take care of the lights and the fathometer. And in an emergency they can also run the bilge, salt water, air compressor and water pumps," the Chief said. "This 56-cell Exide-Ironclad takes care of the overloads, too. That's because it's floated on the main line and is recharged automatically when generators are running. And, believe me, this floating system saves me a lot of work and trouble."

And, believe us, if anybody on the trawler "Flow" should know what the Ironclads can do, it's the Chief Engineer. Ask the Chief or skipper of any Exide-equipped boat about Ironclads. About their reliability, economy and long life in hard service. If you do, the chances are you'll buy Exides when you buy batteries.

Every man in the fishing business should have our booklet, "Exide Batteries for Fishing Craft." Write for a copy today. Or, talk to an Exide representative. There's one in every important coast and inland port. No obligation either way.

Exide
IRONCLAD MARINE BATTERIES
THE ELECTRIC STORAGE BATTERY COMPANY
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THE WORLD'S LARGEST MANUFACTURERS OF STORAGE
BATTERIES FOR EVERY PURPOSE
Exide Batteries of Canada, Limited, Toronto

Canso and Drum Head Officials go to Halifax to Propose Improvements for Industry

By Cecil Boyd

ALFRID Hanlon of Canso, President of the United Maritime Fishermen, and Bruce Burke, of Drum Head, Guysboro County, Vice-President, were in Ottawa recently interviewing the Minister of Fisheries, Hon. E. N. Rhodes, in the interests of the federated fishermen of the Maritimes. They placed before the Minister a brief which had been prepared at an Executive meeting at Halifax, asking the Department to place research men in the field to study marketing and other phases of the industry, to establish marketing agencies in foreign countries for the organized fishermen, to broadcast regularly, prices and market conditions, and to carry on educational work in production and marketing with a competent staff of field men.

Seeking Inquiry into Fish Prices

Investigation by the Federal Government of the spread existing between the price paid Nova Scotia fishermen and the retail price of fish in the Province will form one of the main requests of a delegation from the United Maritime Fishermen which is to visit the Canadian capital in the near future.

President Hanlon declared that his organization will seek to provide for the proper control of fish prices and an equalization of the spread now existing between the fisherman and the retailer.

Advertising Campaign Endorsed

Messrs. Burke and Hanlon also attended a conference at Ottawa with Deputy Minister W. A. Found, at which A. H. Brittain and F. W. Wallace, President and Secretary respectively of the Canadian Fisheries Association were present to discuss the Department's educational advertising campaign to increase the consumption of fish in Canada. It is understood this campaign was endorsed.

Haddock Fleet in for Winter

The Winter haddocking operations of the local fleet came to a close for this season on Jan. 14th, and the offshore fishing fleet is now laid up for the remainder of the Winter. The weather at the time of closing was much better than it had been earlier in the season during November and December. It was not so windy, providing more fishing days, and at the finish there were still good signs of fish, but the buyers having decided that it was not worthwhile continuing operations, no bait was being provided, and even the big boats, which might have continued while any fish worthwhile could be taken on the grounds, had to lay up.

Builds Boat in Back Yard

People of North Sydney who journey along Clifford Street these days are being treated to the somewhat unusual spectacle of a full-sized fishing schooner of approximately 28 tons taking form and growing to completion in the back yard of M. Anderson, one of North Sydney's best known ship builders.

This schooner is approximately a mile from the nearest salt water and many passers-by express astonishment at seeing a boat being built so far from her element, and they wonder how so large a craft will eventually be launched. To Mr. Anderson, however, the matter of launching is a simple one, as he promises to show the people when his boat is finished in April.

Glace Bay Station Fishermen Elect Officers

At last week's meeting of the Glace Bay Station of the United Maritime Fishermen, the following officers were elected for the coming year:—President, Fred Fricker; Vice-President, Samuel Payne; Secretary-Treasurer, Jacob Burt; Financial Secretary, James Burt; Assistant Treasurer, James Sturgess.

Fred Baker Buys "Sand Lily"

John Fitzgerald, of Whitehead, Guysboro County, has sold his fishing boat, the *Sand Lily*, built at Whitehead in 1929, to Fred Baker, of West Jeddore, Halifax County. The *Sand Lily* was a 13 ton boat of Canso registry, and was engaged in fishing here during the season just past.

Shediac Bay

Oyster Fishery Improving With Higher Prices Prevailing

By M. E. McNulty

OYSTERMEN of Shediac Bay are finding the price of oysters higher than has prevailed for some years. There has been little difficulty in getting \$5 a barrel, and in some cases the price has gone up to \$7, the maximum. The bay oysters are, of course, drawing much more attractive prices than the river oysters taken from the beds in the Shediac and Scoudouc Rivers. The river bivalves have not brought above \$3 a barrel and in some cases only \$2. Rough water and wind have marred the work of the oystermen considerably, but they have plugged along, and are feeling better about the oyster fishery now than at any time for the past dozen years. This is because something is really being done by the Dominion Government to restore the oyster fishery, once a mainstay for the producers. The Shediac Bay oystermen have found Moncton, N. B. to be an improving market. This market is only 17 miles away, and the oysters in barrels can be transported speedily by either truck or rail into Moncton. There, practically all the local eating houses are featuring the oysters, some from Shediac, and others from Buctouche and Cocagne, both only a short distance away, but Shediac is the nearest of the three oyster sections.

The Situation at Bay Chaleur

Never before have so many men of the St. Joan of Arc section of Bay Chaleur turned to oyster fishing as during the season which recently closed. The same was true of Caraquet, in the same section. The price was higher than prevailed for many years, and there were buyers to take all the oysters that were brought to the wharves where they were barreled. The best price offered was \$6 a barrel, but the average price was \$5. Most of the oysters were shipped by rail to Montreal and Toronto, with some going to Quebec City, and to the nearer but smaller markets of Bathurst, Campbellton and Dalhousie.

Oystering Rapidly Improving in P. E. I.

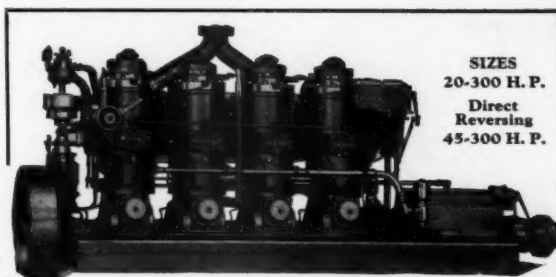
More fishermen have turned to oystering in the Murray Harbor, P. E. I. section, than at any time during the past ten years. There are indications that the oyster is coming back into its own at Murray Harbor, and a number of boats have been outfitted for going after these shellfish. It has been necessary to do some outfitting on each of these boats to get them ready for oystering. Most of the oysters are shipped by barrel to Summerside and Charlottetown, and some across Northumberland Strait to Shediac, for various markets. It has been noticeable that the demand for oysters is improving in the Maritime Provinces.

To Market Eels in Boston and New York

An effort is to be made to market St. John River eels in Boston and New York. There is claimed to be an almost inexhaustible supply of edible eels in the St. John River from the source in Northern Maine to the mouth at St. John city, and particularly the stretch between Gagetown and Grand Falls. The St. John is 350 miles long. The chief difficulty is the high cost of transportation, and if this can be reduced to about half what it is now, there is little doubt that the St. John River eels will soon be making an impression in Boston and New York, where the prices have lately been from 10 to 15 cents a pound. It is estimated that many millions of eels are available in the St. John River, but nobody in the past has displayed any interest in catching and selling them.

Tom O'Donnell Keeps Busy

Tom O'Donnell, of Dipper Harbor, is one of the busiest men of that section of the Fundy coast. He operates a general store, buys fresh fish of all kinds, and ships to outside markets, sells fishing gear, and is a veteran member of the St. John County Council. He has been longer in the council than any other of the present members of that body. He was reelected to the Council last October.



SIZES
20-300 H. P.
Direct
Reversing
45-300 H. P.

MODERN fishing vessels require the best there is in marine engines—engines that can be depended on to bring the catch quickly and safely to port without delays—engines that are always ready to go and are built to stand the gaff in continuous service.

You can get such an engine from KAHLENBERG—a heavy duty oil burning motor with thirty-six years of engine building experience behind it and the unfailing endorsement of hundreds of fishermen who have KAHLENBERGS in actual service.

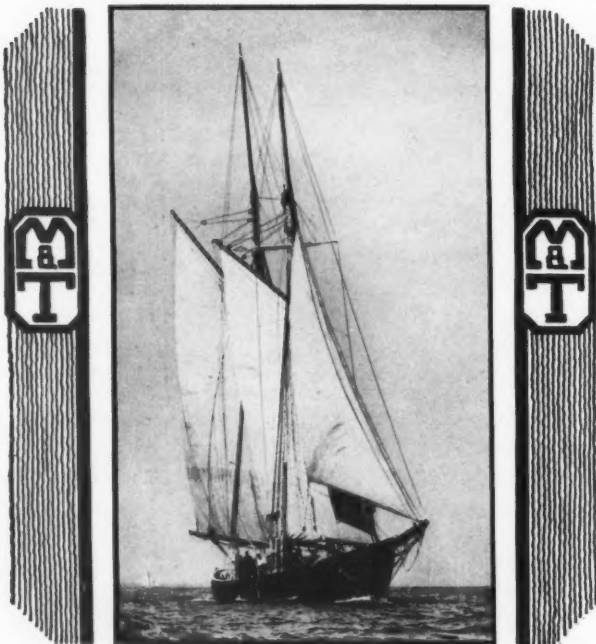
Eliminate those annoying bearing troubles and frequent overhauls by installing a KAHLENBERG. Write or wire today for details.

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HEAVY DUTY OIL ENGINES

FIVE THOUSAND MILES IN NORTHERN WATERS

Boat Builders, Engines and Supplies



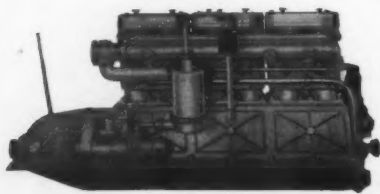
Chief Engineer Smith enthusiastically endorses
Murray & Tregurtha Oil Burning Engine

IN July, the RAMAH, a heavily built auxiliary type schooner under the command of Dr. Alexander Forbes, left Boston to chart the little-known northern coast of Labrador. In October she returned. In those three months, she had battled the strong currents and natural dangers of northern waters for 5,000 miles, and had charted the northern coast of Labrador to Cape Chidley.

The sturdy RAMAH is powered by the Murray & Tregurtha Model MO-6, 110 H.P. oil-burning engine, and is equipped with Morse 2:1 reduction gear. Chief Engineer Smith, well known and experienced engineer in northern waters, stated upon completion of the voyage that he had never handled a finer engine.

Such a trip and such an endorsement tell their own story. They are further evidence of the quality and dependability of Murray & Tregurtha engines. They prove beyond doubt that this new type, oil-burning engine is a success.

If you are not yet acquainted with this type of engine, write for further information.



MURRAY & TREGURTHA, INC.
NORTH QUINCY, MASS.

FLORIDA

FERNANDINA—The D. H. Kelly Hardware store carries a full line of fishermen's and boatmen's supplies, and is distributor of Plymouth rope.

Standard Hardware Co. carry Woolsey paint and New Bedford cordage. Ira Hardee is the manager.

E. N. Sorensen owns a machine shop. He is now manufacturing a new hoister, and it certainly looks as if it had a lot of power. He has a nice plant, and is an enthusiastic builder of model ships. This shop has been running for 16 years. Mr. Sorensen does all kinds of welding and is agent for Standard Diesels, also manufactures stern bearings, stuffing boxes, and handles Paragon gears.

Paul Gigis of the Nassau Shipbuilding & Engine Co. has two shrimp boats almost ready to launch for Galveston, Texas people, both to have 40 H.P. Lathrop engines and Columbian propellers. Mr. Gigis has a fine up-to-date plant, two marine railways, and is agent for Henderson & Johnson paints. Mr. Gigis has built nearly 200 boats, up to 125 footers.

Noble A. Hardee has been agent for Fairbanks-Morse engines and parts for 18 years. He also installs Columbian and Hyde propellers.

The oil men in Fernandina are L. S. Chadwick who handles Pan Am; L. G. Hirth, Texaco; Jos. Roux, Good Gulf; and Chas. W. Lassere, Standard products.

Nassau Fertilizer & Oil Co., dealers in fish meal for feeding, fish scrap for fertilizer and oil, have three menhaden boats. They are the *Seminole*, powered with a Winton Diesel, the *Caroline Vineyard* also powered with a Winton, and the *Grampus*, powered with a Fairbanks-Morse Diesel. The company was started in 1923. J. R. Guess, Jr., is President, and J. R. McLellan is Manager.

JACKSONVILLE—Gibbs Gas Engine Corp. operate large shipyards and marine railways. Their sales office is at 26 So. Main St. They are agents for Winton and Buda engines. They recently built and launched a tanker "*Gulfmist*" for the Gulf Refining Co. and installed two 180 H.P. Buda Diesel engines. This tanker is equipped with Exide Ironclad batteries, and is 138 feet long, 32 ft. wide and 6 ft. draft.

Jacksonville Fishermen's Supply Co., W. H. Davis, President, are Palmer engine distributors and carry a complete line of webbing or made up nets, Woolsey paints, Pfeuger hooks, all styles and sizes, U. S. boots, Massillon Fish Baskets, Carter's oilskins, Plymouth rope, Hyde propellers, Bedell hand pumps, and Ederer's nets. They carry one of the largest stocks of any dealer on the Atlantic coast.

Burroughs and McMeekin, ship chandlers, carry a complete line of yachtmen's and fishermen's supplies, including New Bedford cordage, Oberdorfer pumps, Ritchie compasses, Gies gears and a very complete line of marine hardware.

George E. Chase Co. carries a full line of marine hardware and is distributor for Whitlock cordage, Shipmate ranges and Devoe paints.

Jacksonville Machine & Dry Dock Co., Inc., have fine facilities for hauling out yachts and fishing boats up to 360 tons, on their marine railway. They are installing two 180 H.P. Standard Diesels in the *City of Sanford* for the St. John River Line. They sell Exide and Edison batteries, Henderson & Johnson paints, Columbian rope, Eveready batteries, and are distributors for Johnson outboard motors and parts. They have been in business 10 years. They also operate a machine shop, a tin shop and a carpenter shop. They carry New Jersey paints, Perkins lamps and fog horns, Good Gulf products, Mullins steel boats, Boston & Lockport blocks. They do repair work for the menhaden fleet, the Mayport Fisheries Co. fleet, and yachts and fishermen's boats. They own and operate four lighters for transporting gas and oil along the Florida coast and rivers. They designed and constructed the steering apparatus for the tanker *Gulfmist*. The officers of this company are W. H. Burns, Pres.; S. J. Jenkins, Vice-Pres.; and I. W. Moore, Sec.-Treas.

ST. AUGUSTINE—Sarris Bros., boat builders, who also have another plant at Tarpon Springs, recently completed a 40 foot shrimp boat and a 43 footer for Manuel Gomes, equipped with a 40 h.p. Lathrop; this vessel has a beam of

ALL AT SEA

who depend on fishing for a livelihood can depend one hundred per cent on New Bedford Maritime Manila Fishermen's Rope—the rope made by a company with the best part of a century's experience at sea behind it.



NEW BEDFORD CORDAGE CO.

Established 1842

General Offices, 233 Broadway, New York

Boston Office, 10 High St.

Mills, New Bedford, Mass.

Chicago Office, 230 W. Huron St.

12½ ft. and a draft of 4 ft.; also a 25 footer, equipped with a 45 h.p. Atlas, for Capt. G. G. Horton of New Smyrna. Sarris Bros. have been located here for two years, but their plant at Tarpon Springs has been in operation for 16 years.

Zeigler Bros. Ship Yard had the Nantucket, Mass., boat *Elinor and May* on the ways for an overhauling. They operate a marine railway and machine shop and build up to 125 feet. They have been in business for 10 years, and handle Gould marine batteries and have installed 15 Kahlenberg engines in one year.

Manuel Koutalas Co. has built over 200 shrimp and fishing craft. They are now building a boat for Fred Hanson which is 61 ft. long, 18 ft. beam and 5½ ft. draft. They have been building boats for 30 years.

Acme Machine Co. are manufacturers of a fish hoisting gear, under the management of F. M. Cheatham.

MacDonald & Chilton, boat builders, have been in business only two years, but have already hauled out over 100 boats, and have two shrimp boats on their ways now for a general overhauling. Mr. Chilton looks after the boat yard, while Mr. MacDonald is a general contractor. They expect to handle marine hardware and engines next year.

W. G. Prior, proprietor of New Smyrna Hardware Co., carries a full line of marine hardware, including Eveready batteries, New Jersey paints, New Bedford cordage, Linen Thread products, National Marine lamps, Boston Lockport blocks, and National Net & Twine products.

A. H. Hibbard, proprietor of Hibbard Hardware Co., is dealer in Columbian and "Amco" rope, Fish Net & Twine products, and Kyanize paints.

FORT PIERCE—Fee Hardware Co., one of the oldest companies on the East Coast have been in business for 40 years, handling a full line of marine hardware and fishermen's and yachtsmen's supplies, including New Bedford cordage, Willamport wire rope, Perkins marine lamps, Cherry and International paints, Eveready dry cell batteries and a full line of Pfeuger hooks, Frog brand oilskins, Star compasses, Servus boots and Anchor Saw Mill products. J. T. Mays is the manager.



Jacksonville Machine & Dry Dock Co., Jacksonville, Fla.

Fort Pierce Machine Co., operated by Carl Wagenknecht and E. G. Beckman, haul out boats up to 60 feet and do general repairing on boats fishing here. They also do all kinds of acetylene welding and machine repairing.

Chas. E. Sands, marine hardware dealer, carries a full line of supplies, including New Bedford cordage, Pfeuger hooks, Kirby paints, Eveready batteries, Perkins Marine lamps, Linen Thread products, Fulton oilskins, and Star compasses. They have been in business for 16 years and are distributors for Pyrene fire extinguishers.

Frank Pollard is builder and designer of pleasure and fishing boats.

Ricou Hardware Co. recently opened an up-to-date hardware store and will carry a full line of marine hardware and fishermen's supplies. One of the lines already stocked is New Bedford cordage.

CAPE CANAVERAL—Cape Canaveral Pier and Fish Co. have one of the finest fish docks on the coast. It is 1000 feet long with fish houses and fishermen's supplies of all

Netting for Every Fishing Use

**Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings**

***Stocks carried in Boston, Gloucester and
New York***

The Linen Thread Co.

BOSTON
575 Atlantic Ave.

NEW YORK
200 Hudson St., 33 Fulton St.

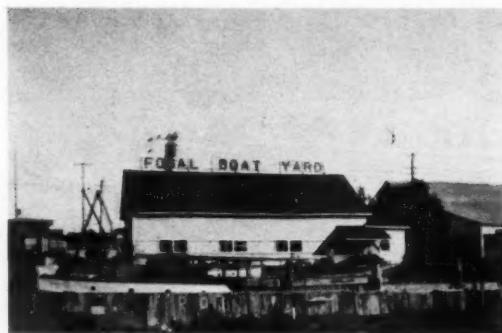
GLOUCESTER
105 Maplewood Ave.

SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

JACKSONVILLE, FLA.
24 East Bay St.



Fogal Boat Yard, Miami, Fla.

kinds. They use the latest methods and equipment for handling all kinds of seafood. Mr. Daniels is Manager.

PALM BEACH—The Palm Beach Mercantile Co., and Hopkins-Carter Co., keep well stocked stores of marine hardware and fishermen's supplies, while George W. Fowler and Whiting Bros., carry engines and propellers.

WEST PALM BEACH—Fishermen's Co-Operative Corp., besides being a large shipper of all kinds of seafood, carries fishermen's supplies, including Fulton oilskins, Woolsey's paints, Baltimore Copper paints, Undine Twine Mills products of Moodus, Conn., and they have a wonderful arrangement for handling large quantities of fish.

RIVIERA—Riviera Boat Builders Shop operated by W. H. Fox enjoys fine patronage from the fishermen. They do repairing, hauling out and building.

Kerr's Boat Yard do all kinds of repairing and building of boats. They also carry marine hardware, and New Jersey paints.

MIAMI—J. Frank Knorr, Inc., are distributors for Scripps, Hall-Scott, Capitol, Hill Diesel, Kohler Electric plants and Lux Fire systems.

Frank T. Budge carries marine hardware, and nautical publications.

U. S. Welding & Iron Works do machine work on gas and Diesel engines.

Miami Grocery Co. carries vessel supplies.

Tracy's West End Boat Shop does building and repairing, and are agents for Red Wing motors.

Palmer Bros. Engines, Inc., are installing a number of their new engines in this vicinity.

H. A. Pohl, located on the Causeway, is a dealer for Gray motors.

Switzer Marine Electric Co. does all kinds of electrical work on boats.

Central Electric Co. sell and service Exide batteries.

Phillips Hardware carry a full line of marine hardware and fishermen's supplies.

Hopkins-Carter handle marine hardware and yachtsmen's and fishermen's supplies.

Paul's Boat Supply Co. are dealers in New Bedford cordage, Alligator oilskins, Pyrene extinguishers, Pfeuger hooks, Columbian and Hyde propellers, Gies reverse gears, American Net & Twine, and Tarr & Wonson's paints.

Fogal's Boat Yard and Dry Docks do most of the work on the yachts and fishing boats here. They have a large marine railway with fine facilities. They are agents for Goodrich Cutless Bearings and Fay-Bowen engines.

COCOANUT GROVE—Mr. Donovan builds and repairs boats.

KEY WEST—Key West Marine Railways do building, repairing and hauling out.

C. G. Roberts conducts a marine hardware store.

Thompson Fish Co., Inc., besides being a large producing company maintains a supply house, carrying Plymouth rope, Pfeuger hooks, Linen Thread products, Henderson & Johnson paints, Hyde propellers, New Jersey paints, and marine engines. They also operate a box factory.

Wm. Curry & Sons conduct a hardware store dealing in builders supplies and all kinds of marine hardware.

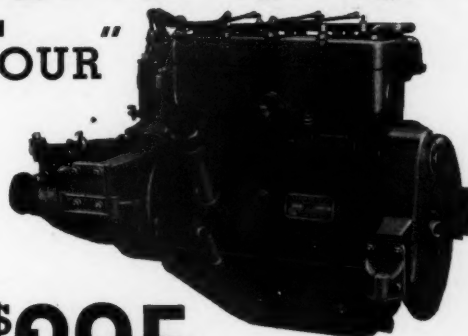
THE NEW CHRYSLER "FOUR"

A Fisherman's Engine

STURDY • RELIABLE • LONG-LIVED

**FOUR CYLINDER • 3 $\frac{1}{2}$ " BORE x 4 $\frac{1}{4}$ " STROKE
35 TO 55 B. H. P. AT 1600 TO 2800 R. P. M.**

Designed for long, trouble-free service in commercial fishing boats—a rugged, dependable engine at a remarkably low price. Equipped with the new Chrysler patented tension-type rubber mountings, providing the smoothness of six-cylinder operation. Other features include full force-feed lubrication—special alloy pistons—extra large, steel-backed bearings and Chrysler-built reverse gear.



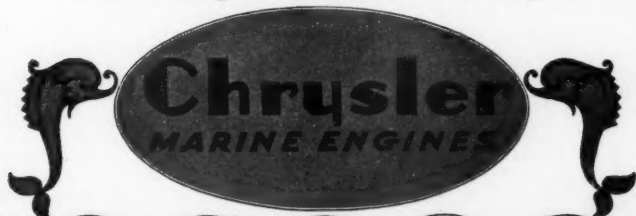
\$395

F. O. B. FACTORY

Dimensions:—Length, 41 $\frac{1}{8}$ "—Height from crankshaft, 16 $\frac{1}{2}$ "—Max. depth below crankshaft 9"—Width holding down bolt centers, 22 $\frac{1}{2}$ "—Standard coupling bored 1" shaft—Exhaust flange 2" O. D. tubing or 2" screwed pipe—Weight 550 pounds—Rotation to swing R. H. propeller.

For further information, address

AMPLEX MANUFACTURING COMPANY
Division of Chrysler Corporation, DETROIT, MICH.



Superior Engine Exhibit in Gloucester

SINCE July 1, 1931 the Superior Engine Co., manufacturers of Superior Marine Diesel engines have been creating a lot of comment from local and visiting fishing captains and engineers, and are receiving many compliments on their exhibit in the Gorton-Pew Machinery Company's building in Gloucester, under the direction of Mr. D. DesLauriers, factory representative of the Superior Engine Co.

The exhibit consists of two Superior Marine Diesels known as the Fishermen's Specials, connected up and running on the floor of the Gorton-Pew Machinery Company's building, giving all those interested an opportunity to see and inspect a Superior Diesel engine in actual operation.

These engines are known as the "Fishermen's Special" and one is a 6 cylinder, 260 h.p. 4 cycle, for direct connected service, and the other is a 4 cylinder, 90 h.p., 4 cycle with 2 to 1 Morse straight line reduction gear. They are set up on the original skids from the factory, and are tied down only at the four corners, to demonstrate the steadiness of the engines while running.

Engines are of block design, simple in operation, rigid and compact, with fewer bolted joints and parts, thus allowing cylinders to be placed closer together, which is a saving of space, reduction of weight and makes them easier to install and operate.

This type of drive produces more power, especially for turning the propeller so as to develop more speed when vessel is loaded.

Some of the main points of these engines are simplicity of operation and design, which comply with speci-

fications of Lloyds American Bureau of Shipping, etc.

Horsepower rating is based on 70 to 75 pounds M. E. P. insuring smooth operation, continuous and dependable power over long periods, moderate cylinder and bearing pressures, long life, low maintenance cost and low oil consumption, large overload capacity, oil tight and dust proof. The flywheel at the aft end effects a saving in floor space. All engines of 140 h.p. or more are of direct reversing type; engine is started in a few seconds by compressed air at pressures of 150 to 250 pounds. An automatic air starting valve is built into



Superior engine exhibit at the Gorton-Pew Machinery Co., in charge of D. DesLauriers, factory representative of the Superior Engine Co.

Mr. Boat Owner

The following are the list prices of Hyde
Turbine Type Propellers to which

25% DISCOUNT APPLIES

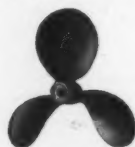
Prices F. O. B. Factory at Bath, Maine

Diameter	Two Blade	Three Blade	Extra Bored and Key Seated
8"	\$ 4.50	\$ 6.50	\$ 1.40
9"	4.75	7.25	1.40
10"	5.00	8.00	1.40
11"	5.50	8.50	1.50
12"	6.50	9.50	1.70
13"	7.50	10.00	1.80
14"	8.50	11.00	1.90
15"	9.50	12.00	2.20
16"	11.00	14.00	2.20
17"	11.50	15.00	2.50
18"	12.00	16.00	2.50
19"	14.50	19.50	2.75
20"	17.00	23.00	2.75
21"	18.50	27.50	3.10
22"	20.00	32.00	3.10
23"	22.00	35.50	3.50
24"	24.00	39.00	3.50
25"	27.00	42.50	4.00
26"	30.00	46.00	4.00
27"	34.00	51.50	4.60
28"	38.00	57.00	4.60
30"	46.50	62.00	5.10
32"	52.00	70.00	5.80
33"	56.00	75.00	7.00
34"	59.00	79.00	7.00
35"	62.50	83.50	8.00
36"	65.00	87.00	8.00
38"	80.00	104.00	9.40
40"	100.00	134.00	10.70
42"		144.00	13.50
44"		168.00	14.75
46"		200.00	16.00
48"		235.00	20.00
50"		255.00	26.00

While we have reduced our prices,
we have not changed our quality.
Only pure virgin metals—no scrap—
are used in Hyde Products. Our
guarantee is your protection. Insist
on a guarantee and you will

Insist on a HYDE

If there is no HYDE dealer in your locality,
or if you are unable to obtain what you re-
quire send your order direct to the factory.
It will receive prompt and careful attention.



A copy of our booklet "Propeller Efficiency" will
be mailed without charge. It illustrates
all of the Hyde products.

HYDE WINDLASS CO., Bath, Maine

A large stock of HYDE propellers and
HYDE products is carried by
C. R. ANDREWS, 143 Chambers Street
New York City - Telephone BRarclay 7-1873



Three shrimp boats owned by Fred Hanson of St. Augustine, Fla.; the "Sonny Boy", Capt. "Artie" Hanson, powered with a 70 h.p. Atlas; the "Grace", Capt. "Legs" Nelson, powered with a 45 h.p. Kahlenberg, and the "Mary", Capt. "Salty" Knudsen, powered with a 65 h.p. Fairbanks-Morse.

each cylinder head and admits air for every power stroke of the piston providing a quick start with a minimum drop in pressure and consumption of air. Pump delivers fuel into high pressure manifold from which branch oil lines connect to spray nozzle in center of each cylinder. The automatic pressure regulator maintains injection in direct relation to the speed of the engine and insures perfect combustion at all speeds. Dirt or foreign matter entering the pump is minimized by the fuel oil filter and a drain at the bottom permits dirt to be discharged. Lubricating system is force feed, with oil filter of design similar to fuel oil filter. Vane type positive suction pump unit combining lift and pressure pumps is mounted at control end of engine.

Engine speed is controlled by vertical centrifugal governor enclosed in dust-proof and oil tight case, and gear driven from crankshaft. The bed plate possesses extreme rigidity, and forms the lower half of the crankcase and carries the crankshaft, making installation an easy matter in vessels of light draft as well as deeper vessel.

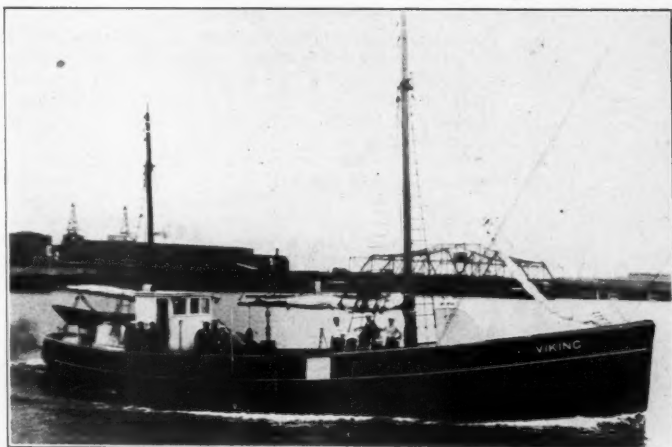
The main bearings are bronze back spun babbit and of high tensile strength. Crankcase and cylinder block cast integrally of special steel mixture, permitting the use of removable cylinder liners. The air intake and air starting manifold are cast in cylinder block, eliminating exterior piping, joints, etc. This design permits the removal of the entire camshaft regardless of space limitations. The camshaft is of high quality steel with ground finish. Reversing is operated by hand wheel control, maneuvered from either engine room or pilot house. The crankshaft is forged from solid billet of highest Vanadium steel, heat treated, machined and finished by grinding. The cylinder heads are cast from semi-steel mixture. Connecting rod is forged from solid steel billet and machined all over. Circulating water and bilge pump are made of bronze, and are of the plunger or centrifugal type. Lubricating oil pumps are of the Vane type, having positive suction. The pumps are reversible for direct reversing engines. This engine is very economical on fuel and lubricating oil. Fishermen and vessel owners are cordially invited to visit the exhibit at their own convenience.

D. DesLauriers, factory representative, has had many years of Diesel engine experience and has served with several of the large Diesel companies of this country, from actual testing at the factory to installation and sales, and he will have charge of sales, installation and servicing of the Gloucester territory. A complete line of spare parts will be carried in Gloucester and engines will be serviced from this point. Other sales agents are Rapp-Huckins Co., of Boston and Fred F. Boyce Machine Co., of Portland, Maine.

Wolverine Bulletin

BULLETIN No. 232 of the Wolverine Motor Works, Inc., Bridgeport, Conn., illustrates a number of well-known fishing schooners and work boats, powered with Two and Four-Cycle "Wolverine-Diesel" engines. Copies of this bulletin may be had free on request.

WOLVERINE



Schooner "VIKING"

Capt. Hans Haram
New Bedford, Mass.

82 ft. long, 18.8 ft. beam
8 ft. draft

Six cylinder 150 H. P.

.. "WOLVERINE-DIESEL" ..

Engine

Very Successful in Halibut
Fishing

Write us for
Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

New Jersey Light will be Darkened

MARINERS have been advised by the Department of Commerce that the powerful aeronautical beacon atop the Ritz-Carlton Hotel at Atlantic City, whose beam has confused seamen, will be darkened. Discontinuance of the light was ordered as a result of protests raised by ship's officers who complained it conflicted with other lights. The light, which can be seen 30 miles at sea, has 8,000,000 candle power and flashes a red signal every 30 seconds. It is not recognized in the coast line charts issued by the government. Decision to ban the light followed a recent investigation by the Coast and Geodetic Survey.

Shaft Strong Enough to Lift Destroyer

A MONEL metal shaft 6 inches in diameter and 14 feet long, which is strong enough to lift a 310 foot Navy destroyer weighing 1250 tons if used vertically as a lifting bar, was one of the features displayed at the New York Motor Boat Show. The shaft combines a number of unusual physical properties with immunity to rust in either salt or fresh water.

Weighing 1534 pounds, the shaft was forged from a solid monel metal billet 6 $\frac{5}{8}$ inches in diameter weighing 2046 pounds, which was rough turned and then machined. Its physical properties, as shown by longitudinal and transverse tests, indicate a yield point of 76,310 lbs. per sq. inch and an ultimate breaking strength of 100,875 lbs. per sq.

inch. The ductility is unusual for these high strengths, and shows 27 $\frac{1}{2}$ % elongation in 2 inch specimen with a 57.3% reduction of area.

The shaft was made on order of Carlson & Son for the Diesel tugboat *John W. Van Pelt*, now being rebuilt at A. C. Brown Shipyard at Tottenville, S. I., under the direction of Brown and Demorest, Naval Architects.



Monel Metal shaft strong enough to lift a Navy destroyer weighing 1250 tons, exhibited by the International Nickel Co., at the New York Motor Boat Show.



Improved
Red Fish Net Preservative
Takes 50% reduction. No heating. Will not settle dry or hard while using. Adds life to your nets and is economical.

Copper Oleate
The World's Best
Guaranteed 9-10% copper content. Uniform color and quality. WILL CUT WITHOUT HEATING. It's the best—Why buy anything else?

"Caw-Spar" Varnish (100% Bakelite)
Scientifically made. Has no superior. No special thinner required. Durable, impenetrable. A trial will convince you.

Copper BEST Paint
For boat bottoms and net stakes. Reputed the best for 75 years. Has no equal today.

Yacht Whites Deck Paints Marine Varnishes

Have you heard about "Toxicop" the new bottom paint with the six months' guarantee? Write for details.

C. A. Woolsey Paint & Color Co.
Jersey City, N. J.
Send today for your copy of our new tide calendar

Provincetown Fishermen

By J. C. Johnson

LEADING men of the Provincetown fisheries are fighting vigorously what they believe to be the beginning of the end of freight service by the N. Y., N. H. & H. railroad at the Cape tip. Their protests have finally caused road officials to promise to come here for a conference and aim at some amicable adjustment.

Shellfish producers of Wellfleet and Orleans also are hit by this economy move of the railroad, but the kick has been expressed loudest by the Provincetown fish shippers, who bluntly declare they foresee the curtailment as the beginning of a movement to maroon the Cape tip entirely from freight service.

Capt. Jack Silva, manager of S. S. Sklaroff & Sons, charged that the cut in freight service has "demoralized" the fisheries here, "the main source of revenue of the town", and it was through his efforts and those of the John Nagle Company, Boston commission dealers, that the railroad took notice of the local situation and decided to meet the fisheries men on their own ground.

Fish Scarce

The *Frances and Marion*, Capt. Henry Parsons, brought in 6 barrels of blackbacks on the 20th of January; considered a good catch these times. He surprised the fleet by coming inside the harbor and dragging not far from the shore of Long Point. Outside, in Herring Cove and other favorite floundering areas, the draggers have been working furiously with nothing but bad luck. There is a two-year-old statute that forbids flounder fishing in the Summer months in a certain area of Cape Cod Bay near this point; yet, last Summer a fleet of Boston boats flouted the law openly and dragged and trawled there throughout the Summer. A movement is now under way to persuade the State to police these waters next Summer.

Three days' fishing, 14th to the 16th, last month, in the dory, *Dorothy*, yielded Capt. Carl Avellar five boxes. Twenty to twenty-five pound cod were brought in.

Six traps are being fished in the harbor, the rest having been taken up for the Winter.

J. A. Rich Co. Installing Electrical Apparatus

Manager Joe Dears, of J. A. Rich Company, on Railroad Wharf, is having electrical apparatus installed to supplant his steam-operated equipment. A 5 h.p. outfit is being rigged by Diehl Manufacturing Company, Boston, for hoisting fish, pumping water and grinding ice. The new gear will cost approximately \$1,000 and is expected to be a substantial saving in fuel and labor costs.

Noank, Conn.

By Neil Morrison

New Style of Gloves

MATE Carl Ashcraft of boat *Roberta* has started a new style of gloves for fishermen. They will not wet through, and they have two thumbs, so if you wear out one side you can turn them over and use the other thumb. The fishermen have become greatly interested in them.

"Baby" Has New Mate

Mate R. Balestini has left boat *Baby* and has gone to Springfield. His place will be taken by M. Balestini.

Hauled Out for Winter

Capt. O. W. Beebe's boat has been hauled out for the Winter at Rathburn's boat yard. Capt. Beebe is a lobsterman and has been at it for 32 years.

Seal in Noank Harbor

During the last few days in January a seal was seen in Noank Harbor. This seal was quite a large one, and drew a large crowd of spectators to the shore to see it. Fishermen say that when a seal comes so close to the shore so late in the season it is a sign of a mild or mixed Winter.

\$248

Light Four "B"
10-15 H. P.

4 cyl. 4 cycle, 75 cu. in. starter and generator, fully enclosed, without clutch or reverse gear, but with thrust bearing. Slow speed type, pressure lubrication, 25" long, wgt. 300 lbs. Reverse gear available at slight extra cost.

\$380

New Goodwill "Four"
25-40 H. P.

4 cyl. 4 cycle, 3 3/8" x 4 1/4", 200 cu. in. Same size as Model A, but uses no Ford Parts. Starter, generator, oversize clutch and reverse gear, pressure lubrication, fully enclosed. Slow speed type, 47" long, weight 660 lbs.



These two engines are specially designed and equipped for hard work in fishing-boats. They are heavy-duty economical, slow-speed engines, proven by years of service, but with many new features of design and construction.

Write for Blue Prints and Catalogs

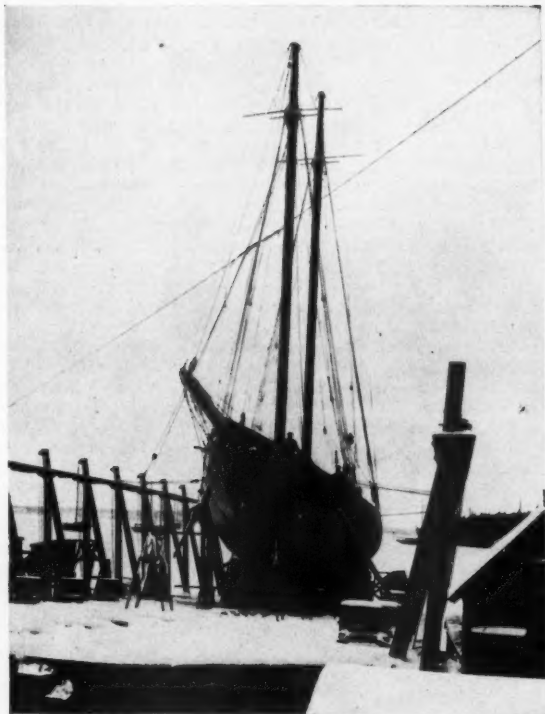
Gray builds a complete line of Heavy-Duty Fours, Sixes and Eights, 10 to 125 h.p. with and without reduction gears. Write today for latest catalogs and prices.

Gray

Gray Marine Motor Co.
672 Canton Ave.
Detroit, Mich.

Motors

DEALERS
Some Good
Territories
still open



Schooner "Robert J. Knickle" of Lunenburg, N. S., powered with two 60 h.p. Cooper-Bessemer engines, installed by the Lunenburg Outfitting Co. Equipped with Ezide batteries, Hyde propeller and Ritchie compass.

Chrysler Marine Engines for Commercial Fishing

TWO types of Chrysler Marine engines are particularly well adapted to the requirements of fishing. They are the new low priced rubber mounted Regal developing from 30 B.H.P. to 55 B.H.P. at from 1200 to 2800 R.P.M. and the new Chrysler Crown with 2.56 to 1 reduction gears, developing from 42 B.H.P. to 80 B.H.P. at 600 to 1200 propeller shaft R.P.M.

The new Regal embodies the new Chrysler tension type rubber cushioned mountings which absorb all power tremors and keep them from reaching the bed logs and hull. Rubber-mountings, embodying the same principle, at slight extra cost, for the Chrysler Crown and all other types of Chrysler engines.

The underlying principle which makes these mountings possible, is the process of bonding rubber to steel. This process discovered by Chrysler engineers, produces a bond so strong that it has withstood the tension produced by lifting a load of 2500 pounds clear of the ground, the whole strain being taken by a single mounting.

With these mountings, Chrysler engines deliver smooth, quiet operation. Those who have seen and experienced the effect of these rubber mountings declare them to be an outstanding achievement in Marine engine development.

Fishermen who examine these Chrysler engines will find a host of features that contribute to long life and unfailing performance. Aluminum alloy pistons of the Invar-strut type—full force feed lubrication—large diameter crankshaft, dynamically and statically balanced—Chrysler designed reverse gear of great efficiency—oil cooler—and many other engineering developments that mean economy to every user.

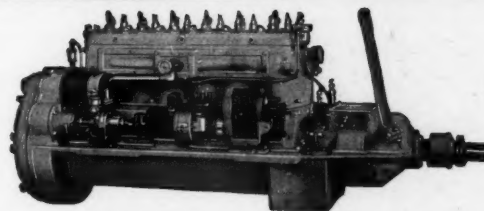
Superior Bulletins

SUPERIOR Engine Co., Springfield, Ohio, has ready for distribution bulletins Nos. 122 and 123, on Superior 4-Cycle, Solid Injection, Cold Starting, Diesel Marine Engines. These bulletins illustrate and describe the details of this line of engines, and copies may be had by writing the Company or any of the Superior dealers.

WATERFLEX
The Patented Water-Resisting Rope

WHITLOCK CORDAGE CO.

46 South Street New York 226 State Street Boston



PALMER ENGINES

are selected by men who know engines

Men who do their own work are close to their boats. It is significant that these working sailors prefer Palmer Engines. They know Palmer Engines are dependable, easy on fuel and oil and have heavy enough parts to insure long life. The fellow who "just pays the bills" might well take their advice. Palmer Engines range from 2 to 150 horsepower. Also Palmer-Ford Conversion \$365 complete with motor. Descriptive literature will be gladly sent upon request.



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Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing

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Keeps out worms—prevents
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—**TARR & WONSON RAC-
ING COMPOUND.** Costs a
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Chesapeake Bay Shad Season Opened February First

FOR the information of fishermen the Maryland Conservation Department gives below the season on shad and herring and the legal size of mesh in nets.

The only change in the fishing season over last year is that shad and herring may be caught a month earlier in Chesapeake Bay and its tributaries below Poole's Island, except in Potomac River. The season this year is starting February 1st instead of March 1st, as formerly.

In Chesapeake Bay and tributaries, below Poole's Island, except in Potomac River, February 1st to May 31st, both dates inclusive.

In Chesapeake Bay and tributaries, above Poole's Island, March 15th to June 10th, both dates inclusive.

In Chincoteague and Sinepuxent Bays and their tributaries, March 1st to May 31st, both dates inclusive.

In Potomac River, March 1st to May 31st, both dates inclusive.

The legal sizes of mesh in nets are as follows:

Pound nets, 2¼ inches. Haul seines, 2½ inches. Gill nets, 2½ inches. Fyke and hook nets, 2¼ inches. This law became effective January 1, 1932.

Nets of smaller mesh than the above are unlawful.

A North Carolina Fisherman's Luck

STEPHEN Meekins, a fisherman on Colington Island, in Dare County, if he caught as many as 50 lbs. of fish in a day considered it a good day's work. But when he put out his net one day last month and hauled in several hundred pounds of large salmon trout, he thought it well to put that net out a second time. On his second haul he brought in a very much larger catch. The total value of his day's catch amounted to about \$800, it was learned from a representative of the Globe Fish Co. of Elizabeth City, which Company bought his fish.

South Carolina Shad Season Opened

THE shad season in Georgetown County opened January 15th, and will continue until the 25th of March. The fishermen are getting ready for a large catch this season, as every indication points to a good run of this fish this year.

New nets have been purchased and old ones overhauled, fishing boats have been put in shape and all other equipment necessary to carry on this industry have been repaired and bought, so that the nets could be set on the day the season opened.

There is excellent fishing to be found in Winyah Bay and in all the streams and tributaries which empty into it, including the Black, Waccamaw, Santee, Pee Dee and Sampit rivers.

Houma, Louisiana, Oysters Are Finest in Many Years

LIKE all other major industries the oyster business has felt the effect of the world-wide trade slump, though falling off in demand for oysters this year has been due as much to the unprecedented warm Winter, the most remarkable ever known in Louisiana, as to any other cause. One's appetite for oysters is always whetted by cold weather. And the demand for few other products responds more quickly to a change in temperature than that for the bivalves that have made Houma famous throughout the West. Yet, in spite of the lack of cold weather, in which oysters fatten and improve in flavor, the oysters put out by local firms this Winter are as fine as any since the industry was founded some forty years ago. They have the size that is most popular, they have all the flavor of the Gulf that Houma oysters are noted for and they are as rich and fat as can be. Not in many years have they been in such condition.

Floating Fish Meal Plant

A FLOATING fish meal plant, capable of turning 50 tons of fish into 12 tons of meal daily, is at anchor at Gothenberg, Sweden. The mill is on board a four-masted schooner. It grinds all the superfluous catch of the fishing trawlers, which was formerly thrown overboard, into a flour that is nutritious to pigs and cattle.

The Fishing Gear Mart

MARINE BARGAINS

Commercial craft of all sizes and types—coasting, freighting, fishing, dragging—also pleasure boats. Straight power or auxiliary. Here are a few of our offerings: Friendship sloops 28 to 44 feet, \$400 up. 62 ft. x 16 ft. x 4 ft. 6 inches oil powered fish or freight boat, Aux. Rig. \$2,500. 30 ft. Jonesport Model fish boat, Gray powered, \$800. 28 ft. x 7 ft. Morse built fish or party boat, Gray powered, \$650. 41 ft. x 11 ft. 6 inches x 4 ft. Lobster smack, Mianus powered—\$650. 43 ft. x 9 ft. 6 inches, Jonesport model, trunk cabin fish boat, Roberts powered, \$1,200. 50 ft. x 12 ft. x 5 ft. freight or fish boat, Bridgeport powered, \$550. 48 ft. x 14 ft. x 6 ft. Schooner—\$1,200. Try offer. Power 28 h.p. Lathrop. Also many others. Used Marine Engines—Guaranteed. 25 h.p. Kermath Model F—\$230. 50 h.p. Kermath with electric starter, \$350. 150 h.p. Kermath, \$800. 40 h.p. Lathrop, carrying new engine guarantee, double ignition, not run over three hours, \$700. 30 h.p. Fairbanks-Morse C-O engine, \$450. 50 h.p. Knox, 7x8, with starter—\$375—also many others. Write us as to your requirements. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

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A 43 ft. boat, beautiful hull, 10 ft. 3 in. beam, 34 in. draft, ruggedly built, fast and seaworthy, price very reasonable. Also a brand new hull, will sell as is or complete job. Address William Frost, Jonesport, Maine.

33' x 10' x 4' 4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in Al shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester.

New boat, 50 feet long, square stern, good model. Address B. F. Warner, Kennebunkport, Me.

Baby, 32 feet long, 10½ feet beam, Lathrop 30 h.p. All equipped for dragging. Inquire Walter E. McDonald Packing House, Noank, Conn. Telephone, Mystic 749-2.

WANTED

Steel or Iron hull 150 to 170 feet in length to carry about 600 to 800 tons with or without engines. No brokers. Apply Box 7, Atlantic Fisherman, Goffstown, N. H.

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A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

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Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

also larger sizes

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New Bedford

Massachusetts

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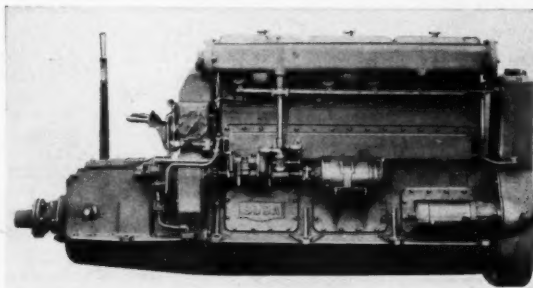
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NET**

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Sole Distributors for United States



Buda new six-cylinder, light-weight, high-speed Diesel engine.

**Buda-M.A.N. Marine Diesel, Solid Injection;
Six Cylinder, Bore 5 1/4"—Stroke 7"; Horse-
Power—104 at 1200—125 at 1500**

THIS Buda-M. A. N. Diesel engine is unusually compact in design and represents the latest development in high speed, light weight, full Diesel engines for marine service. It is manufactured under license from the Maschinenfabrik Augsburg-Nürnberg A.G. of Germany, commonly known as the M. A. N. Company.

Possessing all the operating features of heavy-duty internal combustion engines, this Buda-M. A. N. Diesel is a compressionless, airless-injection engine of the four-stroke-cycle type which requires practically the same space and has the added advantage of simplicity of operation, exceptionally low fuel consumption with the lower price per gallon fuel, greater cruising range and the reduction of fire hazard. The design is clean-cut and compact, without sacrificing ruggedness which is so necessary to assure satisfaction when long continuous runs must be made. Buda engineers from study of engines in operation in the field over a period of time have given very close consideration to designing and constructing an engine that when in the hands of the user will be free from the necessity of constant adjustments and readjustments in operation. Further, consideration has been given to overhauling or repairing at the lowest possible cost in the hands of the repair man without the services of a specialist. The DM6-17 can be supplied in port or starboard models for twin-screw installation, with or without reduction gear.

The minimum horsepower at cruising speed is based on 75 lbs. Brake Mean Effective Pressure and is recommended by the Buda Engineering Department after very thorough investigation and thought given for long life in engine operation.

Construction features and detailed description may be had by writing The Buda Company at Harvey, Illinois.

Worthington Pump and Machinery Corporation, New York City, announces the following personnel changes, effective February 1

C. E. WILSON, for past nine years general sales manager, appointed vice-president in charge of industrial relations.

Clarence E. Searle, for past seventeen years, general representative in charge of sales for Allis-Chalmers Manufacturing Co., appointed vice-president in charge of sales.

William H. Baumes, for past fourteen years, treasurer, retired at age of 61.

Charles N. Barney, for past fourteen years secretary and general counsel, appointed secretary, treasurer and general counsel.

A. L. Prentice, formerly assistant comptroller, appointed assistant treasurer. Walter Lehman remains, as formerly, assistant treasurer in charge of credits.

Frank D. Talmadge, formerly member of counsellor's staff, appointed assistant secretary.

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